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SAND CITY GENERAL PLAN

2002-2017

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SAND CITY GENERAL PLAN 2002 – 2017 ACKNOWLEDGEMENTS

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Volume I

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1.0 INTRODUCTION

Introduction

The Sand City 2002-2017 General Plan is a City Council development and redevelopment policy document that notifies residents and the general public of the City's intent to become a contemporary Monterey Peninsula city, deserving of its gateway location on the southern portion of the Monterey Bay.



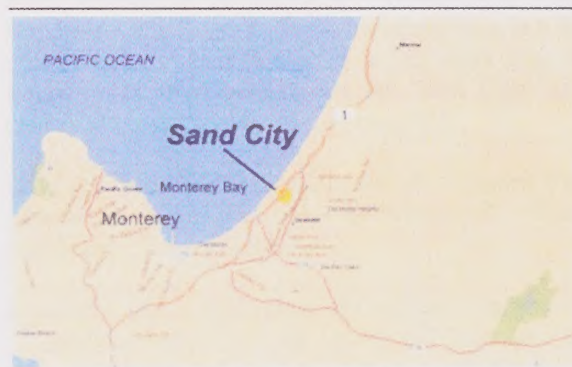
The goals, policies, and implementation programs identified in the General Plan are intended gradually to phase-out heavy industrial uses in town with a preference for becoming a more pedestrian and residentially oriented community. By advancing the policies contained in the General Plan, the current unplanned mix of residential development and commercial enterprises in the older parts of the city, east of the highway, should eventually be transformed into a district of medium-density housing in a planned, mixed use environment. In addition, the small size of the city is optimal for providing pedestrian and bicycle linkages between businesses, residential development, and coastal amenities. This type of planning has been popularized in the press and urban planning literature as "traditional neighborhood planning" or the "new urbanism". The Sand City situation, in terms of its historical evolution, its place on the Monterey Peninsula, and the existing and foreseeable real estate market, makes it an ideal candidate for this type of redevelopment effort.

The coastal side, or west side, of State Route 1, within Sand City, should also change substantially within the time frame of this general plan. Based on policies contained in the City's Local Coastal Program (LCP) and a 1996 agreement between Sand City and the regional and state park agencies, the coast should be transformed from the existing industrially degraded environment to a restored dune environment with over 75% of the area being preserved in open space and habitat for rare and endangered plants and animals. Limited coastal resort development will also be present. The new coastal bike route will be enhanced with rest stop amenities at selected locations.

In other words, the Sand City of tomorrow will be a place of specialized, niche businesses, a retail and

resort destination, and a residential community providing a desirable option to standard residential tract development. It will be a place where one thousand or so residents and over two hundred and fifty businesses will be proud to call it "home".

The City of Sand City is a relatively small city located on the Monterey Peninsula. Of its 3.16 square miles, approximately 347 acres are on land and 1675 acres are in the bay. The City is bounded by the former site of the Fort Ord Military Base on the north, the City of Seaside on the south and east, and Monterey Bay on the west. Sand City has the distinction of being one of those select cities in the State with coastal frontage, including a coastline approximately 1.5 miles long.



Sand City is located on the Pacific coast, north of the City of Monterey.

Since its incorporation in May of 1960, Sand City has served the Monterey Peninsula as an active employment center. The nature of the City's employment, however, has historically been unlike that of neighboring communities. Heavy commercial, manufacturing, and resource extraction industries dominated Sand City's early economy and provided a basis for its initial development.

The dominance of industrial and commercial land uses within the city has also created some unusual demographic characteristics, as evidenced by the limited size of its resident population. According to the United States Census data for 2000, the resident population of Sand City consisted of 261 persons. The daytime population of employees and shoppers is estimated to be approaching 10,000.

BACKGROUND FOR PLANNING

Sand City's first General Plan was prepared shortly after the City's incorporation and adopted in 1963. This document was comprehensively updated in 1980. Additional modifications were adopted in 1984 to implement the requirements of the California Coastal Act, including the preparation of a Local Coastal Program and Local Coastal Land Use Plan. Although technically an element of the General Plan, these documents were bound separately and incorporated into the City's General Plan by reference.

Due to the existence of urban blight, the City in 1987 established a Redevelopment Agency and Project Area encompassing all the land within the city limits. In 1989 and 1995, the General Plan was also amended to create a Regional Commercial Land Use Designation, which was applied in the northeast portion of the city to accommodate the largest single site retail area on the Monterey Peninsula.

PREPARATION OF THE 2002 GENERAL PLAN UPDATE

This General Plan intentionally limits the use of contemporary catch phrases like "sustainable development", "smart growth", and "new urbanism". That does not mean, however, that this general plan was conceived absent the principles embodied in that terminology. To the contrary, Sand City is of an ideal size and phase in its development to recognize those features that make it the kind of community that is walkable, transit-oriented, and capable of providing an integration of residential and commercial uses that is characteristic of the principles currently being touted by the proponents of new urbanism. The City of Sand City chose to initiate an Update of its General Plan due to changing circumstances, trends, community values, and desires. The purpose of this update is to:

- Incorporate pertinent information and data that had been generated since the Plan was last revised;
- Generate new technical data relative to the community's existing and projected noise environment, and traffic and air quality conditions;
- Incorporate modifications to the Land Use Diagram to provide housing opportunities for all income groups and appropriate mixes of land use; and

- Incorporate additional text discussions, goals, policies, and implementation programs designed to reflect current community issues, trends, values, and desires.

PURPOSE AND NATURE OF THE GENERAL PLAN

A General Plan is a legal document, required by state law, which serves as a community's "constitution" for redevelopment. The Plan functions as a written expression of the community's preferences and goals regarding growth and provides guidelines, policies, and programs to be used by the City Council and other local decision making bodies when considering land use and development proposals or capital improvements.

The Plan must be a comprehensive, long-term document, detailing proposals for the "physical development of the city and any land outside its boundaries which in the planning agency's judgment bears relation to its planning" (Government Code Section 65300 et seq.) Time horizons vary, but the typical General Plan looks 10 to 20 years into the future. The time horizon for the Sand City 2002 General Plan is 15 years to the year 2017.

State law specifically requires that the General Plan address seven general topics or "elements". These mandatory elements include:

- *Land Use* - designates the general distribution and intensity of all uses of land in the community
- *Circulation* - identifies the general location and extent of existing and proposed major transportation facilities. Also addresses general infrastructure such as sewer, water, storm drainage facilities, and utilities
- *Housing* - involves a comprehensive assessment of current and projected housing needs for all economic segments of the community. This element also embodies policies and programs for providing adequate housing
- *Conservation* - addresses the conservation, development, and use of natural resources, including water, forests, soils, rivers, and mineral deposits
- *Open Space* - identifies plans and measures designed to preserve open space for natural resources, the managed production of resources, outdoor recreation, and public health and safety

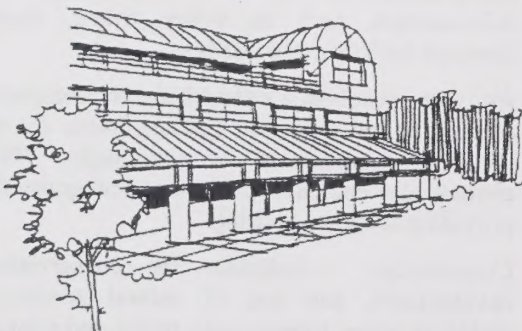
- *Noise* - identifies and appraises the existing and projected noise environment; includes policies to protect the community from the harmful effects of noise
- *Safety* - Establishes policies and programs to protect the community from risks associated with seismic, geologic, flood, and fire hazards

In addition, Government Code Section 65303 allows for the inclusion of other elements in the general plan, which, in the judgment of the local legislative body, relate to the physical development of the city. All elements of the general plan, whether mandatory or optional, have equal legal status.

INTRODUCING THE VISION "THE NEW MILLENNIUM-SAND CITY"

Perhaps the most essential part of preparing a plan for the future is first to establish a vision for the community. This vision should consider the traditional characteristics that residents and businesses that have already invested in Sand City would like to see retained, as well as opportunities for improvement.

The Sand City of the future will be known for its thriving Old Town area which accommodates a variety of carefully planned mixed uses. As the historic heart of the city, Old Town's unique building spaces will attract small and medium-sized specialty shops, low impact light manufacturing industries, restaurants, professional offices, and a growing artist community, with a preference for what has become known as "live-work" units. Increased residential opportunities will also be possible.



Potential new building type for Old Town

The vitality of the Old Town area will not be limited to standard working hours, but extend into evenings and weekends, as residents and visitors enjoy cultural

activities, markets, and festivals. Attractive and pedestrian friendly streetscapes will encourage residents and visitors to walk from shop to shop, and enjoy lunch or dinner within the outdoor patio of a favorite bakery or café.

The large scale commercial and service needs of both Sand City residents and those in surrounding communities will be served by the regional commercial centers located in the northeast district of the community.

Much of the East Dunes will be developed as a well-designed residential neighborhood with the design concepts of the new urbanism. Residential development may also emerge in the northwest portion of the city, where high-end condominium type development is planned.

Visitors and residents alike will hardly believe that Sand City's coastline was once the site of a landfill and heavy sand mining activities, as these areas are restored as recreational open space, with an extensive coastal access boardwalk system, and developed with attractive visitor serving commercial and residential uses.

Public access and trails developed along Sand City's shoreline will maximize the public's opportunities to enjoy the Monterey Peninsula and be viewed as cherished assets by the community, visitors, and the region.

Public facilities and services will be provided in accordance with community-adopted standards. Necessary investments in capital improvements will be programmed in advance to ensure that the quality of various facilities remains constant and keeps pace with the demands created by growth. New development will contribute its fair share toward infrastructure improvements.

GENERAL PLAN THEMES

To achieve the community vision described above, the 2002 General Plan focuses on a number of primary themes. These include:

Economic Diversification. Sand City is entering the new millennium as a city in transition. Historic elements of the community's economy, including heavy industrial uses and resource extraction industries, have diminished or been eliminated, paving the way for the establishment of a more diversified economic base and reconsideration of historic land use patterns.

The development of regional destination commercial uses within the city has assisted in this diversification and introduced a new character of development within the community. Provisions to accommodate and promote visitor serving commercial and residential uses along Sand City's coastline are intended to attract more long-term visitors to Sand City, improve the appearance of these areas, and provide the economic wherewithal to restore coastal resources.

The transformation of Old Town from a heavy manufacturing, warehousing, and service commercial center, to one with mixed retail, service, light manufacturing, and residential uses including a thriving artist and artisan community, is intended to complement the City's tourism efforts and draw from other Peninsula communities. The unique character and atmosphere being fostered in the Old Town area is expected to add to its vitality and create a niche for unique Peninsula businesses.

Active Redevelopment. A large number of properties within Sand City were developed prior to implementation of comprehensive design and improvement standards. As a result, developments in many locations lack adequate off-street parking facilities, landscaping, and frontage improvements. Land divisions, which occurred early in the city's evolution, also resulted in tracts of land that are divided into numerous substandard sized lots with limited physical access.

Reconfiguration of these old lot and street patterns will increase the potential for well-designed development and improved connections between these areas and other portions of the city. Targeted redevelopment activities in areas that presently do not conform to contemporary urban design and improvement standards, will also improve the unified appearance of the urban environment and reduce potential land use conflicts.

Enhanced Community Appearance and Image. The lack of early design and development standards, together with the historic predominance of more intensive land uses, has had a significant impact on Sand City's appearance. These visual impacts have led to a somewhat negative community image within the region.

The City's commitment to reversing this trend and improving its overall appearance is evidenced through text discussions of recent redevelopment efforts and policy language contained within the Land Use Element.

Organized and Well-Planned Growth. One of the key components of the quality of life experienced within a community is the adequacy of the public facilities, services, and amenities that are provided. Through redevelopment activities and the development review process, the City can ensure the existing substandard infrastructure is gradually upgraded, and that the demands generated by new development are considered and adequately accommodated.

Elimination of Land Use Conflicts. Early patterns of development within the City did not fully consider issues of land use compatibility. Efforts to facilitate desired land use transitions, particularly in the Old Town area, are designed gradually to eliminate conflicts and encourage a more appropriate mix of uses.

Cohesive Residential Neighborhoods. Except for some concentrated development in the central portion of the East Dunes area, select locations in Old Town, and the north half of the City's Coastal Zone represent the best opportunities in the City for the development of a significant residential base.

ORGANIZATION OF THE PLAN

The Sand City General Plan is organized into seven chapters covering all of the elements required by state law and optional issues of concern to the community. The following table identifies the title of each General Plan Chapter, its mandatory or optional status, and most closely related elements.

As shown in Table 1-1, the City has chosen to combine the Conservation and Open Space Elements into a single chapter because of the overlapping topic areas required to be addressed in each. The Public Safety and Noise Elements have also been combined into a single chapter.

Chapter	Legal Status	Most Closely Related Chapters
1- Introduction	N/A	N/A
2- Land Use	Mandatory	All
3- Circulation	Mandatory	Land Use
4- Housing*	Mandatory	Land Use
5- Conservation and Open Space	Mandatory	Land Use, Public Safety
6- Public Safety	Mandatory	Land Use, Circulation, Conservation and Open Space
7- Local Coastal Program	Certified by Coastal Commission	Under a separate cover (Incorporated by Reference)

* Chapter 4 contains a summary of the City's Housing Element. The full Housing Element is available in a separately bound document. It is not subject to an update until December 2002.

Table 1-1 General Plan Organization

In addition to the primary General Plan document described above, appendices have been prepared containing the following: Appendix A: The 1984 Certified Local Coastal Program (LCP); Appendix B: The Proposed Mixed Use zoning district regulations; Appendix C: The 1996 Memorandum of Understanding (MOU) between the City of Sand City, the California Department of Parks and Recreation, the Monterey Peninsula Regional Park District, and Sand City Redevelopment Agency, which effectively updated the LCP; Appendix D: The Expanded Environmental Initial Study for the General Plan. As stated earlier in this chapter, the LCP is considered an element of the General Plan and is therefore incorporated by reference.

CONSISTENCY OF THE GENERAL PLAN

I*nternal Consistency-* Government Code Section 65300.5 requires that the "General Plan and elements...comprise an integrated, internally consistent, and compatible statement of policies." This means that all goals, policies, standards, and implementation programs outlined in one element must not conflict with those outlined in all other elements. Otherwise, there will be confusion regarding community policies and standards. In addition, all maps and diagrams within the General Plan must be consistent with the text. The City of Sand City's General Plan has been prepared in compliance with these internal consistency requirements.

Consistency with other Planning Processes- To be an effective guide for future development, the General Plan must provide a framework for local development that is consistent with the policies of appropriate state, regional, and local programs. In addition, the General Plan adoption process must comply with all requirements of the California Environmental Quality Act (CEQA).

The Sand City General Plan has been prepared in compliance with all CEQA requirements (see Initial Study and Negative Declaration, Appendix D). The Plan also takes into consideration the following plans or regulations:

- California Coastal Act
- Surface Mining and Reclamation Act
- Sphere of Influence as regulated by the Local Agency Formation Commission (LAFCO)
- Monterey County Air Quality Management Plan
- Monterey County Hazardous Waste Management and Integrated Solid Waste Management Plan
- Monterey Regional Transportation and Congestion Management Plans
- Monterey Bay Metropolitan Transportation Plan (Association of Monterey Bay Area Governments- AMBAG)
- Regional Housing Needs Assessment (AMBAG)

GENERAL PLAN IMPLEMENTATION

The General Plan provides the basic policy foundation for land development. Land use regulations and plans enacted by a local government, including but not limited to, zoning ordinances, subdivision ordinances, design guidelines, specific plans, and redevelopment plans, are the principal means by which the goals and policies of a general plan are implemented. Therefore, all such regulations and plans must be consistent with the General Plan.

Following adoption of the 2002 General Plan, the City will review all existing land use regulations and plans for consistency with the General Plan and modify those documents as necessary to resolve or eliminate any inconsistencies that are found. Ensuring that existing ordinances and plans are consistent with the General Plan is one method of implementing its policies. Other methods include development of new ordinances and plans, financing

programs, capital improvement decisions, and enforcement actions.

State law also defines how cities should maintain their Plan as a contemporary policy guide. Section 65400 (b) (1) of the California Government Code requires that each planning department report annually to the City Council on “the status of the Plan and progress in its implementation, including its progress in meeting its share of regional housing needs and local efforts to remove governmental constraints to the maintenance, improvement, and development of housing.”

To implement this requirement the City Council should review the General Plan on an annual basis to ensure consistency with current Federal, state, and local regulations and policies. The status of the General Plan will be presented to the City Council and at minimum address the following items:

- A list of approved/denied General Plan amendment requests
- A summary of capital projects that have been constructed in accordance with the Circulation Element or other appropriate component of the Plan
- Recommendations for resolving any identified inconsistencies with applicable Federal, state, and local regulations or policies
- A summary of the number of housing units constructed during the year according to each income category and the number of remaining units necessary to meet the City’s fair share allocation
- A list of specific efforts made to remove governmental constraints to the maintenance, improvement, or development of housing
- A summary of implementation programs completed during the prior year
- A schedule identifying implementation programs to be completed during the upcoming year

The Housing Element is the only element that has a mandatory schedule for review and updating. This time frame has typically been every five years, although modifications to that schedule and/or extensions have been approved in the past by the Legislature. According to Government Code Section 65588 (e) (3), local governments within the regional jurisdiction of the Association of Monterey Bay Area Governments are scheduled to complete revisions to their Housing Elements by December 31, 2002 and

June 30, 2007. The City will continue to review and update the Housing Element as necessary in accordance with state law.

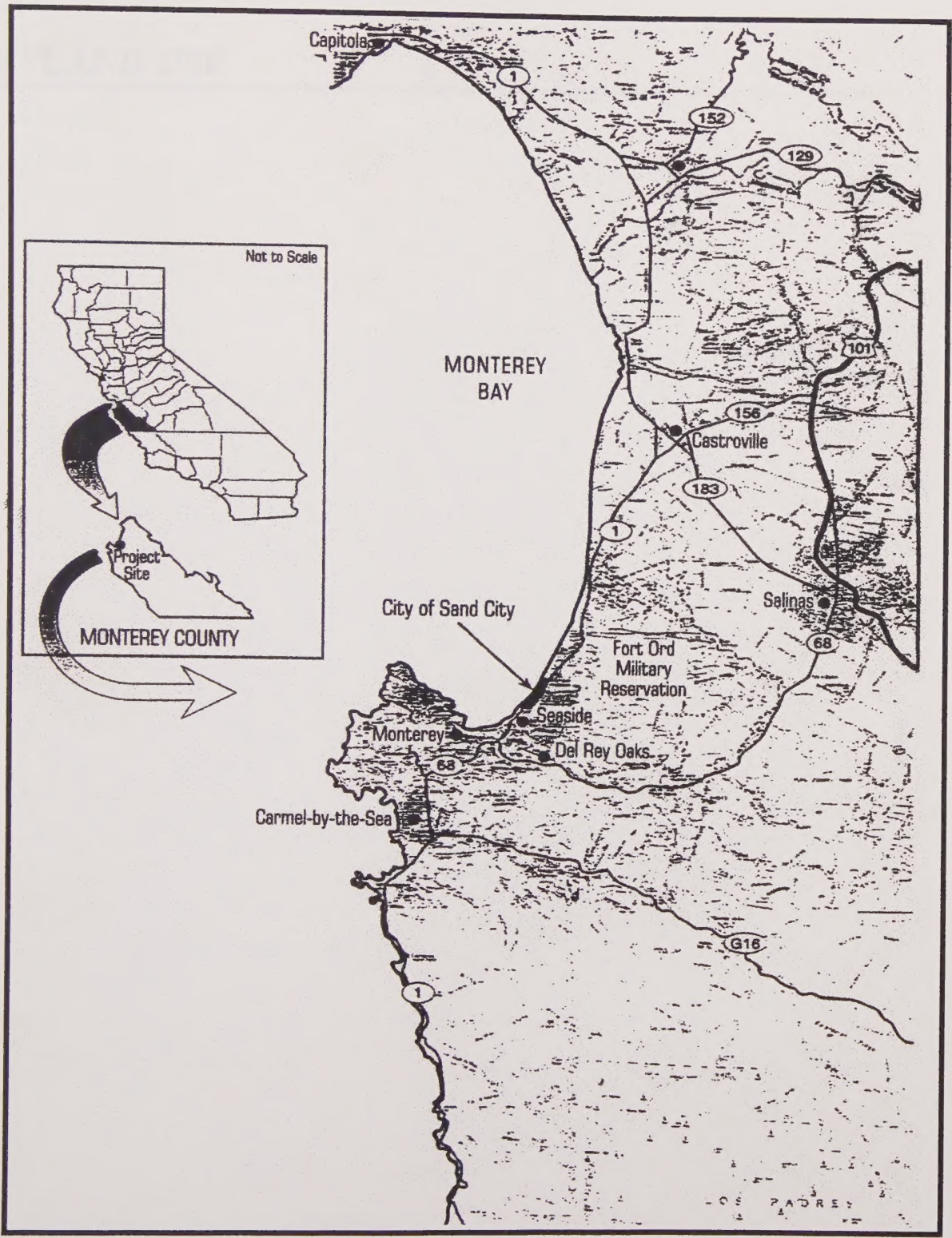
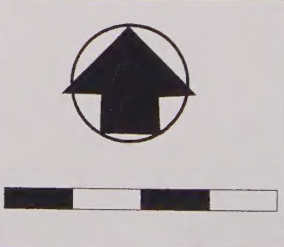
Although the General Plan should be designed to provide clear guidance for development in the Planning Area, it is also meant to be a flexible planning tool for the community. Community needs and values, environmental conditions, and Federal and state policies can change over time. The General Plan needs to be able to respond to these changes. State law permits up to four amendments per year of a city’s General Plan and up to three amendments to its Local Coastal Program. It is also anticipated that the City will undertake a comprehensive review of the General Plan approximately every ten years. This will allow the community to reassess its situation and revise its goals, policies, and programs accordingly.

SAND CITY
GENERAL PLAN
2002 - 2017

FIGURE 1-1
REGIONAL LOCATION MAP

LEGEND:

PMC



2.0 LAND USE

Land Use

INTRODUCTION

The Land Use Element is often viewed as the core of the General Plan. It establishes a framework of objectives, policies, and implementation programs that will guide the community's physical form and growth. In order to plan for the community's future growth and redevelopment, the Land Use Element establishes the distribution of land uses, population densities, and building intensities.

California Government Code Section 65302(a) requires that a land use element be included in a General Plan and more specifically mandates that the element address the following:

"...the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land. The land use element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan . . ."

This element has been prepared in conformance with all mandatory requirements of state law. Specific topics addressed include:

- Planning Boundaries
- Land Use Setting and Planning Districts
- Historic Growth Rates
- Population and Employment Projections
- Community Issues and Trends
- Special Land Use Considerations
- The Land Use Diagram
- General Plan Land Use Designations
- Land Use Intensity Standards
- General Plan Holding Capacity
- Area and Specific Plans

- Sand City Redevelopment Area
- Local Coastal Program and LCP Land Use Plan
- Land Use and Zoning Compatibility

PLANNING BOUNDARIES

California Government Code Section 65300 states that a general plan shall be adopted "for the physical development of a county or city, and any land outside its boundaries which in the planning agency's judgment bears relation to its planning." Due to the amount of existing development immediately adjacent to Sand City on the north, south, and east, and the presence of Monterey Bay to the west, there is little opportunity for expansion of the existing city limits. Therefore the community's Planning Area Boundary consists of the existing city limits, which includes an area of more than one square mile in Monterey Bay. This boundary contains 3.16 square miles and is shown in Figure 2-1, *Sand City Planning Area*.

LAND USE SETTING AND PLANNING DISTRICTS

Sand City was incorporated in May 1960. Since that time, the community has served the Monterey Peninsula area as an active employment center. Heavy commercial and manufacturing industries have historically dominated the community's economy and land use patterns. More recently, destination commercial uses have located in the city. The community also contains scattered residential areas and undeveloped lands, particularly along the coast.

For ease of reference and facility planning, Sand City has been divided into the following geographical districts (Figure 2-2):

- Old Town
- East Dunes
- South of Tioga
- Destination Commercial
- North of Tioga Coastal
- South of Tioga Coastal

Land Use

Land use is the way in which land is used or developed. It is a key factor in determining the form and function of a community. Land use patterns are shaped by a variety of factors, including physical geography, social and economic conditions, and government policies.

Land Use Planning

Land use planning is the process of making decisions about the way in which land is used or developed. It involves a variety of activities, including identifying land use goals, assessing land use patterns, and developing land use plans. Land use planning is a key component of community development and is essential for ensuring that land is used in a way that is consistent with the community's goals and values.

Land Use Planning Process

The land use planning process typically involves several steps, including identifying land use goals, assessing land use patterns, and developing land use plans. The process is often iterative, with planners revisiting and refining their plans as they learn more about the community and its needs.

Land use planning is a key component of community development and is essential for ensuring that land is used in a way that is consistent with the community's goals and values.

- Identify land use goals
- Assess land use patterns
- Develop land use plans
- Implement land use plans
- Monitor and evaluate land use patterns

Land use planning is a key component of community development and is essential for ensuring that land is used in a way that is consistent with the community's goals and values. It involves a variety of activities, including identifying land use goals, assessing land use patterns, and developing land use plans.

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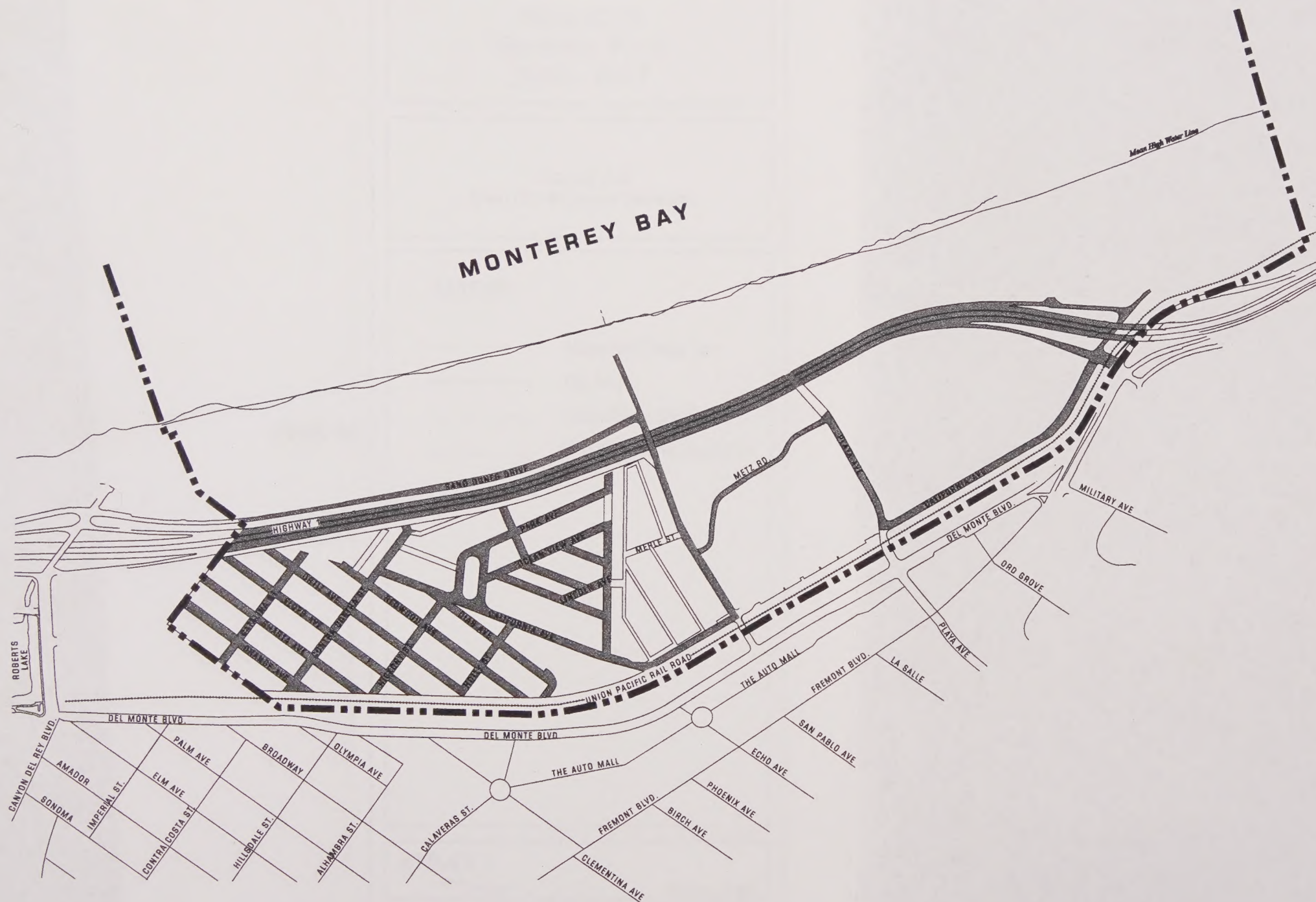
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- Implement land use plans
- Monitor and evaluate land use patterns

SAND CITY GENERAL PLAN 2002 - 2017

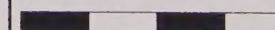
FIGURE 2-1
PLANNING AREA

LEGEND:

— · — · — Planning Area Boundary



PMC



SAND CITY
GENERAL PLAN
2002 - 2017

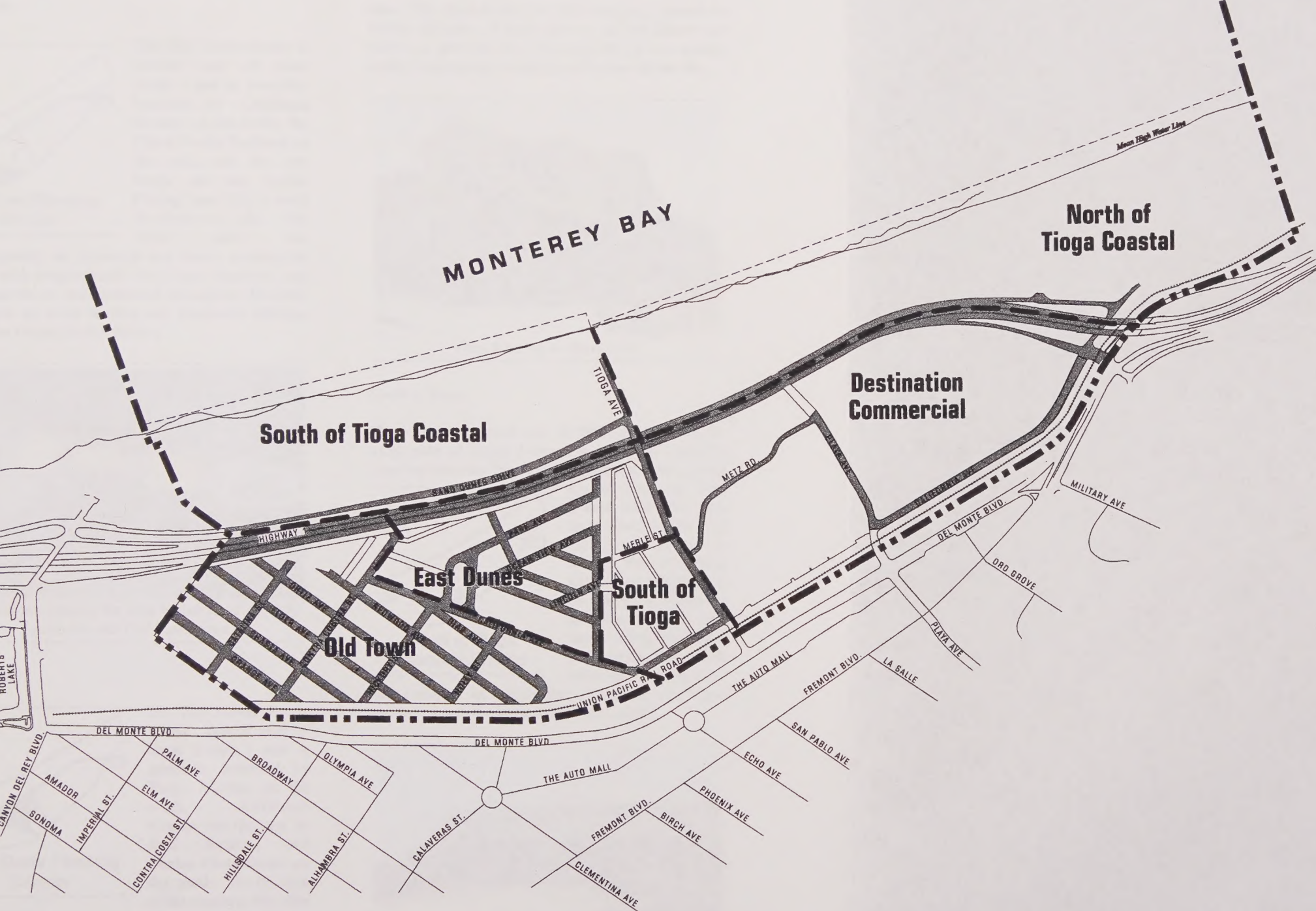
FIGURE 2-2
SAND CITY PLANNING DISTRICTS

LEGEND:

- Mean High Water Line
- City Limits
- Union Pacific Rail Road
- Planning District Boundries

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Source: PMC



Old Town

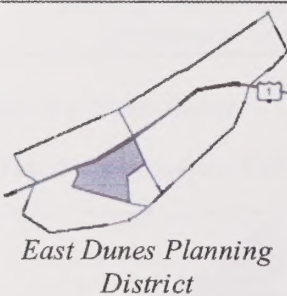


The Old Town district is located east of State Route 1 and is generally bounded by California Avenue on the north, the Union Pacific Railroad on the east, and the city limits on the south. During Sand City's early development, the Old Town area was predominantly an industrial and heavy commercial center, with single-family dwellings, duplexes, and small apartment units scattered throughout. Recently uses such as artist studios and wholesale bakeries have also located in this district.



Bakeries are among the uses which have recently located in the Old Town area.

East Dunes



The East Dunes district is also located east of State Route 1 and is generally bounded by Tioga Avenue on the north, California Avenue on the east to East Avenue, and Contra Costa Street on the south. At the turn of the century, this area was subdivided into small lots (25-foot x 75-foot) as an intended seaside vacation cottage community. Much of the area is still currently undeveloped; however, there are three significant land uses. One is industrial/commercial development, located along California Avenue. Another is residential, some of which is concentrated in the center of East Dunes and some of which is scattered throughout the industrial

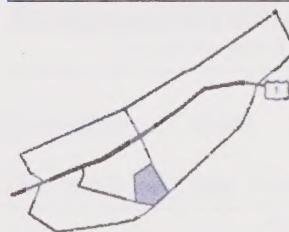
area. The third is the City Hall complex, located on Sylvan Avenue. Vacant portions of this district are likely to provide the best opportunity for quality family-oriented residential development in the city.



New housing in Sand City.

South of Tioga

This district, located east of State Route 1 on the south side of Tioga Avenue, serves as a transition zone between the "big box" commercial development



South of Tioga Planning District

to the north, the East Dunes residential area to the west, and the Old Town district to the south. Redevelopment in this area will need to be carefully designed to ensure that the uses and building intensities are compatible with adjacent development

and provide an appropriate transition to future residential development in the East Dunes.



Existing development in the South of Tioga District

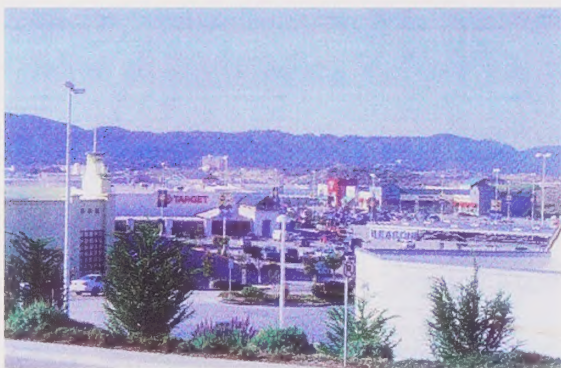
Destination Commercial District



The Destination Commercial district encompasses the remaining portion of the city located east of State Route 1. Recent development includes the Sand Dollar Shopping Center, which contains "big box" retail businesses.

Another large

commercial development, known as the Edgewater Shopping Center, is located directly north of the Sand Dollar Shopping Center. Together, these two centers represent the largest destination commercial development on the Monterey Peninsula. This district also contains other smaller commercial properties, a construction yard, and open space habitat for rare and endangered plant and animal species.



North of Tioga Coastal

This district consists of all land in the Planning Area north of Tioga Avenue and west of State Route 1. It is located entirely in the Coastal Zone designated by the California Coastal Act. Historically, sand mining operations, a cement batch plant, and a landfill existed in this area, but they are no longer active. The majority of this district is currently undeveloped

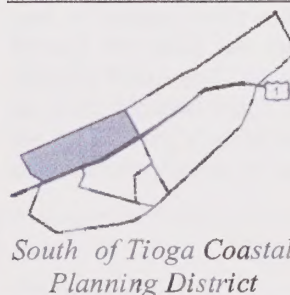


except for an outdoor storage use and a coastal bike trail. Although existing development is limited, the City's LCP provides for visitor serving commercial/residential and residential development in the area, since it is the largest undeveloped portion of the city and benefits from a prime coast side location. Much of the land that will not be developed in visitor serving uses will likely be acquired by the California Department of Parks and Recreation and the Monterey Peninsula Regional Park District. Opportunities to provide public access to the coast, recreational amenities, and tourist-oriented uses are probably greatest in this district.



South of Tioga Coastal

The South of Tioga Coastal district comprises all land in the city south of Tioga Avenue and west of State Route 1. This district is also located entirely in the Coastal Zone and contains potential for the highest concentration of sensitive habitat and/or habitat restoration areas in the Coastal Zone.



Except for Regional Sewage Pump Station, no development has occurred or is currently located in this area. Future plans include the development of a state park along Monterey Bay. There is still potential for limited residential development in this district. However, public acquisition of all properties to Tioga Avenue is being actively pursued.



Coastline south of Tioga Avenue

HISTORIC GROWTH RATES

After attaining a population of 600 in the 1960's, Sand City experienced a population decline between 1960 and 1980 due to industrial and commercial uses displacing homes during that period. Since 1980, Sand City's population has remained fairly constant. Table 2-1 shows past population figures for Sand City.

Year	Population
1960	---
1970	212
1975	230
1980	182
1985	190
1990	192
1997	188
2000	261

Source: 1970, 1980, 1990, and 2000 figures from U.S. Census Bureau, other figure are estimates from the California Dept. of Finance.

Table 2-1 Sand City Population, 1960-1997

POPULATION AND EMPLOYMENT PROJECTIONS

Table 2-2 shows projected population figures generated in 1997 by the Association of Monterey Bay Area Governments (AMBAG) for both Sand City and Monterey County presented in five year increments to the year 2020. Population

figures, provided by AMBAG, are based in part on buildout projections for the City's 1984 General Plan. The projections indicate fairly significant growth in Sand City's population between the years 2000 and 2005. Much of this growth is anticipated to occur in the East Dunes and North of Tioga Coastal Districts, but it is dependent upon an adequate water supply.

Year	Sand City	Monterey Co.**
1990*	192	349,437
2000*	261	384,657
2005	1,282	418,714
2010	1,541	455,562
2015	1,631	486,559
2020	1,807	519,609

Source: AMBAG Reg. Population & Employment Forecast 1997.
 Notes: * Figures from U.S. Census
 ** Does not include projected population for Soledad prisons.

Table 2-2 Sand City Projected Population to 2020

Preliminary population projections for Sand City prepared by AMBAG in 1998 estimate a resident population of approximately 1,800 persons at buildout. This figure is more realistic than AMBAG's earlier projection, given the number and type of housing units expected to be accommodated through the land use designation descriptions and General Plan Land Use Diagram adopted as part of the 2002 General Plan. City-generated estimates of the community's residential population at buildout are somewhat lower, as indicated in Table 2-3 below.

	Units	Persons/ Household	Population
Old Town			
Stand Alone Res.			
Mixed Use Res.	170	2.0	340
Live/Work Units			
East Dunes	240	2.5	601
South of Tioga			
Stand Alone Res.	44	2.0	88
Live/Word Units			
North of Tioga	133	20.	266
Coastal Zone			
Totals			1,295

Source: City of Sand City Community Development Department

Table 2-3 Estimate of Buildout Population

According to the most recent (1997) AMBAG employment forecasts, the number of employed residents in Monterey County is expected to rise from an estimated 162,009 in 1995 to 229,130 in 2020, an increase of 41.4 percent. No projections were given for Sand City specifically; however, it is expected the number of employed residents will increase as the resident population increases.

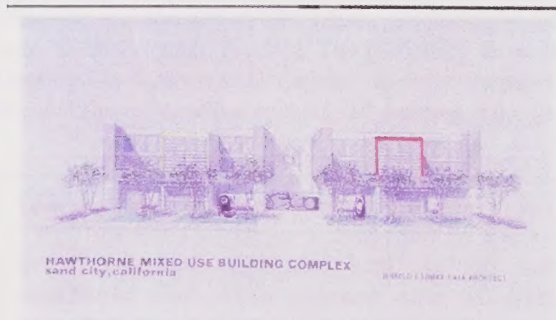
COMMUNITY ISSUES AND TRENDS

Desired Land Use Transitions

Old Town

The City's 1997 Parking and Urban Design Study and workshops on this General Plan update have provided insight regarding desired development trends and issues of concern to the community. Traditionally, Sand City has been perceived as an industrial city with a small residential population. The primary physical composition of the City was determined by this basic land use pattern and by a grid street system in the Old Town area. State Route 1 is an essential transportation corridor that connects Sand City to other communities in the region and even larger market areas beyond; however, it also bisects the community.

As discussed earlier, Sand City has a number of districts, each with different land uses and physical forms which are not strongly related to one another either visually or functionally. Although essential features of the community's original economy, the dominance of industrial and heavy commercial uses and the lack of strong design and development standards have led to a somewhat negative image in the region. Recent efforts have focused on developing a more unified urban environment and improved community appearance. This has resulted in a changed city image.



Potential mixed-use development in the Old Town District

The vision statement contained in the City's 1997 Parking Study supports the promotion of a wide range of small and medium sized businesses in the Old Town area that have the ability to "draw" customers from the entire Monterey Peninsula. The vision statement also expresses a desire to transition from the industrial and automotive services which predominate the area to a mix of complementary commercial and professional office uses intermixed with low-impact light-industrial uses and some well-situated residential and "live-work" units.

Other uses that have been identified as generally undesirable include mini storage and moving van storage facilities because they are considered to be "dead space" in a town that wants to generate more daytime and nighttime activities and does not have the luxury of a large territory in which to place those uses. Desired land use transitions could be facilitated by prohibiting the establishment of any new uses that are considered undesirable or by designating limited areas for those uses at specific locations.

The Old Town area is also insulated from heavy traffic with Del Monte Boulevard, State Route 1, and State Route 218 (Canyon Del Rey Boulevard) providing all of the arterial traffic needs of the general vicinity. This allows Old Town to accommodate some residential component, as streets are relatively safe and free from high traffic volumes.



Desired streetscape—existing development in the Old Town District

Artists are only one category of people who often desire to live and work at home. However, the artist community has characteristics which merit special consideration in terms of housing and other essential needs:

- The special cultural values which artists and artisans bring to Sand City

- The fact that producing art, unlike some other economic activities, does not typically generate high profits and may be displaced if forced to compete in the marketplace on the same footing as other businesses

In order to foster development of this unique district, Sand City considers the growing artist community an integral part of the city. The arts and crafts industry can also play an important role in the redevelopment process. Artists are likely to be among the first to reuse the large industrial facilities that are gradually being vacated by traditional manufacturing firms. Attracted by moderate rents (as compared to Carmel), the loft style spaces, and proximity to CSU Monterey Bay, the artist community has the capability to create a market for space in restored buildings. It is hoped that this new demand will increase the pace at which buildings are being renovated and will help smooth the transition between the older industrial land uses and the redeveloped mixed use in the Old Town area.



Housing atop an industrial building in Sand City

The presence of a strong artist community can also lead to the development of other events and activities such as evening and weekend art fairs. These events can encourage more pedestrian-oriented activity in the Old Town district and stimulate the attraction of residents and tourists to Old Town. Such events may help to distinguish the Old Town district from the Destination Commercial district, thereby increasing the viability of smaller, specialized commercial uses.

GOAL 2.1

Transform the Old Town district from an area of heavy industrial, unplanned land use mix and warehouse uses to a planned area of light manufacturing, service commercial and residential uses, with a heavy emphasis toward streetscape beautification.

Policies

- 2.1.1 Encourage the establishment of new land uses within the Old Town district that:
 - Provide goods and services required by the community and surrounding area
 - Are generally complementary to other desirable businesses in the area and are residentially compatible in terms of being low-impact neighbors to residential uses
 - Contribute to a diversity of activities that could include artisans, ethnic markets, and restaurants, entertainment, and incubator industries
 - Provide housing opportunities at appropriate locations, including mixed use development
- 2.1.2 Prohibit any new self-storage or purely warehouse uses. Expansion of the self-storage facilities on California Avenue is permitted, provided that significant upgrading of the entire property is included as a condition to design permit approval.
- 2.1.3 Encourage façade renovations and the conversion of existing storage facilities to other more active uses. The Redevelopment Agency should develop a façade improvement program that includes low-interest loans for such purposes.
- 2.1.4 Consider redevelopment options for the "Robinette site" which include one or more of the following uses:
 - Public parking facilities with or without mixed commercial uses
 - 20 to 30 multiple-family housing units
 - Commercial use(s) which will draw people into the Old Town district

Implementation Programs

- 2.1.a. Adopt a revised zoning classification for mixed use development. These new zoning standards should be adopted at the same time the General Plan is adopted to maintain General Plan and zoning policy consistency.
- 2.1.b. Implement a façade improvement program to provide low-interest loans to property owners who wish to make improvements to

existing buildings, consistent with the City's design policies. Funding for these loans may be obtained through a mix of Redevelopment Agency and state Community Development Block Grant (CDBG) programs.

GOAL 2.2

Create pedestrian-oriented streets in the Old Town district.

Policies

- 2.2.1 Work toward the development of a unified streetscape with landscape, pedestrian amenities, and appropriate directional signage throughout the Old Town district.
- 2.2.2 Encourage the establishment of outdoor uses (restaurant seating, etc.) adjacent to public sidewalks provided that an unobstructed corridor is maintained for pedestrian circulation.

Implementation Programs

- 2.2.a. Prepare and implement a street renovation plan for the Old Town district which has the following components:
 - Undergrounding of utilities
 - Ornamental street lighting
 - Landscape treatments, including extensive street tree plantings
 - Street furniture (benches, trash receptacles, kiosks)
 - Directional signage to shopping areas and attractions
 - Frontage improvements (curbs, gutters, sidewalks, bike paths, or pedestrian paths where sidewalks are not possible due to unlimited curb cuts
 - Public or quasi-public plazas and gathering spaces
- 2.2.b. Require that new development and redevelopment projects conform to and contribute to adopted streetscape plans.
- 2.2.c. Amend the City's Street Encroachment Policy and Zoning Ordinance as necessary

to allow the establishment of desired outdoor uses within public rights-of-way.

GOAL 2.3

Reduce land use conflicts in the Old Town district.

Policies

- 2.3.1 The City shall work with the Granite Rock Company to insure that a modernization of their concrete batch plant is designed to be compatible in site plan and construction, with the land use theme for Old Town.
- 2.3.2 Encourage the establishment of "live/work" units and artisan uses, particularly as a transitional use between residential clusters and commercial and light manufacturing uses.
- 2.3.3 The former Monterey Sand Company site (Robinette site) should be converted to a mixed-use project including a housing component.

Implementation Programs

- 2.3.a. Adopt a mixed-use zoning classification.
- 2.3.b. The Redevelopment Agency should initiate redevelopment projects, if necessary, to eliminate non-conforming heavy commercial and industrial uses.

GOAL 2.4

Reduce land use conflicts created by insufficient parking and loading facilities in the Old Town district.

Policies

- 2.4.1 Implement the comprehensive parking strategy for Old Town identified in the City's Circulation Element.
- 2.4.2 Identify appropriate locations for public parking facilities and structures.
- 2.4.3 Explore the feasibility of designating centrally located loading areas to serve multiple businesses within geographically defined portions of the Old Town district to eliminate current right-of-way obstructions created by haphazard loading and unloading activities.

Implementation Programs

- 2.4.a Pursue the acquisition of sites identified as appropriate for public or employee parking facilities.
- 2.4.b Utilize parking fees, Redevelopment funds, and other available sources to finance the construction of parking improvements.
- 2.4.c Work with Old Town business owners to determine the feasibility of utilizing centrally located loading areas and identify the most suitable locations for such facilities.
- 2.4.d If considered desirable, pursue right-of-way acquisitions to create centrally located loading facilities in the Old Town district.

East Dunes

Although the city contains a relatively large workforce, there is currently limited residential development in the community. The largest concentration of existing residences is located in the central portion of the East Dunes area. Other residential uses are scattered in the industrial portion of the East Dunes area and Old Town.



Desired housing type for the East Dunes area

As noted under the descriptions of Sand City's Planning Districts, the vacant portions of the East Dunes area, Old Town, the northern half of the North of Tioga Coastal district, and the South of Tioga district are considered to have the highest potential for future residential development. The General Plan will be used to guide this development by providing appropriate designations in these areas, encouraging the consolidation of existing substandard lots, laying the groundwork for future redevelopment activities, and providing strategies to address habitat issues and constraints.

GOAL 2.5

Create an attractive residential enclave in the East Dunes district consisting of one- and two-story residences with an intimate roadway and lotting pattern characteristic of the principles of the "new urbanism." Allow planned unit developments of medium density, consistent with the East Dunes Specific Plan, which may be 3 stories in height at selected locations.

Policies

- 2.5.1 Development of the residential portion of the East Dunes district will be guided through the implementation of the East Dunes Specific Plan, when adopted.
- 2.5.2 All new development shall be guided by the design standards and guidelines of the adopted Specific Plan.
- 2.5.3 Lot consolidation is encouraged to facilitate desired design features and circulation patterns.
- 2.5.4 Professional office uses and other commercial facilities should be directed to the portion of the East Dunes Specific Plan Area located on the south side of Tioga Avenue.

Implementation Program

- 2.5.a. Finish and adopt the East Dunes Specific Plan, currently in process. Adoption of the Specific Plan may need to await interested Redevelopment Agency master developer participation and completion of the East Dunes Habitat Conservation Plan (HCP).



Attached Housing

South of Tioga

The South of Tioga district currently contains a number of older industrial buildings and some scattered commercial and residential uses. Similar to Old Town, many of the buildings have a warehouse type appearance. The district also contains a number of "paper streets" which may not provide the best circulation and access through the area. The district is located on the south side of Tioga Avenue which functions as one of the primary streets through the city. Therefore, the district has a high degree of visibility.



Residence adjacent to industrial uses in the South of Tioga District

From a land use perspective, the South of Tioga district should be a key transition area between the existing "big box" commercial development to the north, future residential development in East Dunes, and the mixed-use development being proposed in Old Town. A commercial mixed-use development or regional commercial uses are considered desirable. Primary uses considered appropriate for this location include but are not limited to specialty commercial, regional commercial, entertainment, commercial recreation, and civic-oriented uses.

Because of the relatively small area involved, roughly 10 acres, redevelopment of the area should be required to occur as a single integrated project. Consolidation of property ownership is also encouraged.

GOAL 2.6

Redevelop the South of Tioga district to eliminate existing urban blight conditions and attain land use transitions appropriate to the future East Dunes district residential development.

Policies

- 2.6.1 Redevelop the South of Tioga area with uses and site plan design that will provide an appropriate transition between regional commercial uses to the north and future residential uses in the East Dunes district.
- 2.6.2 The character of development in this area should blend with the design characteristics being promoted for the East Dunes district. Public gathering places that include benches, trash receptacles, and other site amenities should also be integrated into the development design.

Implementation Program

- 2.6.a. The Redevelopment Agency should work with a master developer in order to redevelop the South of Tioga area in a cohesive manner and assist with appropriate business and residential relocations if necessary.



Potential appearance of commercial uses in the South of Tioga District

Destination Commercial

Most of the Destination Commercial district has already been successfully developed with both the Edgewater and Sand Dollar shopping centers. However, a small property comprised of approximately 1.15 acres is located on the north side of Tioga Avenue east of State Route 1. This property is presently vacant and in a highly visible location from the freeway.

Preferred development options for the site include a small inn that would complement planned resort development on the west side of State Route 1, professional offices, or studio uses. Other issues of

concern relative to entrances into this portion of Sand City include the appearance of the Fremont Boulevard/State Route 1 interchange as the primary entrance into both Seaside and Sand City.

GOAL 2.7

Encourage the development of uses in the Destination Commercial district that will complement existing shopping center development and enhance the appearance of physical or visual entrances into the area.

Policies

- 2.7.1 Work with the City of Seaside to beautify the Fremont Boulevard/State Route 1 interchange entrance into Seaside/Sand City.
- 2.7.2 Encourage the development of a small inn, professional offices, or studio uses on the vacant site located at the Tioga Avenue/State Route 1 overcrossing. Mini-storage use may also be acceptable at this location; however, it is not the preferred use.
- 2.7.3 Encourage the Sand Dollar Shopping Center to “retrofit” building designs to be more consistent with the Edgewater Center and improve site landscaping at both centers.

North of Tioga Coastal

Geographically, Sand City serves as the northern “gateway” to the Monterey Peninsula. However, historic sand mining activities and regional garbage dump operations have detracted from the visual appearance of the community’s coastal resources. With the closing of the dump site in the mid-1950’s and the gradual elimination of sand mining activities, an opportunity has been created to transform the character of Sand City’s coast line from a degraded area to one which appeals to visitors and residents.

Careful evaluation will be necessary to ensure that proposed coastal development projects are designed in a manner that protects and enhances views of Monterey Bay and incorporates access features as prescribed by the certified Local Coastal Program. Coastal restoration and enhancement activities, along with selective development of high-end visitor serving commercial/residential uses and open space facilities, are expected to improve significantly the

visual appearance of the “gateway” and help Sand City join other surrounding communities as a popular destination for tourists. In addition, the mixed uses and activities planned in the Old Town area will benefit from increased tourism within the city, thereby strengthening the overall economy.



Potential resort development for the North of Tioga Coastal District

South of Tioga Coastal

The South of Tioga Coastal district is largely undeveloped except for the Monterey Regional Water Pollution Control Agency’s (MRWPCA) Seaside Wastewater Pumping Station at the site of the former Seaside Wastewater Treatment Plant. This district has potential for the highest concentration of sensitive habitat and/or habitat restoration areas in the Coastal Zone. Future plans include the development of a state park along Monterey Bay.

Although limited residential development is identified on the Land Use Diagram (Figure 2-3), both the Monterey Peninsula Regional Park District (MPRPD) and the California Department of Parks and Recreation (CDPR) are actively pursuing public acquisition of all properties to Tioga Avenue. These facilities will provide passive recreation and educational opportunities for residents and visitors to the community. The public acquisition program is sanctioned by the 1996 MOU described herein.



Signs should be used to highlight the City’s natural resources.

The City will also continue to participate in the community's coastal habitat conservation planning through completion to its ultimate approval by the U.S. Fish and Wildlife Service (USFWS).

Fort Ord Reuse

Another catalyst for both development in the region and redevelopment in Sand City is the planned reuse of the former Fort Ord military base. Following notification of the base's closure in 1993, the Fort Ord Reuse Authority (FORA) was established as the administering agency to oversee and coordinate reuse of the site. Participating governmental agencies include the County of Monterey and affected local cities. A Reuse Plan was prepared and adopted in 1997 to allow for a variety of land uses and to facilitate redevelopment of land in the former base. New land uses include California State University-Monterey Bay, other educational facilities, residential, commercial, and industrial uses, public facilities, and public park and open space land. The northern boundary of Sand City's North of Tioga Coastal district is immediately adjacent to the Fort Ord Reuse Plan Area. A state park is planned on the coastal side of State Route 1 directly north of Sand City.

According to information contained in *Appendix B – Business and Operation Plan for the Fort Ord Reuse Plan*, AMBAG forecasts a net gain of 88,000 jobs in the region between 1995 and 2015. Approximately 90 percent, or 79,000 jobs, were expected to be captured by Monterey County. Assuming successful redevelopment of Fort Ord, planners estimate that the Monterey Peninsula has the potential to capture between 25 and 35 percent of the projected county employment growth, or between 20,000 and 25,000 jobs by the year 2015. Although AMBAG's 1997 employment forecasts, presented earlier in this chapter, are slightly lower, a significant increase in jobs and employed residents is still anticipated.

One issue of major concern noted by potential employers is the limited stock of attractive and affordable housing in the region. Since Sand City is located so close to the Fort Ord Reuse area, it is likely that development of attractive moderately priced housing in the community would be absorbed quickly based upon the projected regional market demand of 1,900 units annually between 1997 and 2010 and 2,800 units annually between 2011 and 2015.

The Fort Ord Reuse Business and Operation Plan also notes a significant demand for the following types of land uses:

- Light industrial space
- Office and research development space
- Regional, outlet, and tourist-oriented specialty retail
- Regional entertainment uses
- Hotel and resort development with conference facilities

Sand City has already been extremely successful in its efforts to attract regional destination commercial uses and the community's LCP supports the development of high quality resort facilities in the North of Tioga Coastal district. The City's desire to transition development patterns in the Old Town district from heavy industrial to mixed use including light-industrial, commercial, and well-planned residential uses is also consistent with projected land use demands for the region.

Coastal Memorandum of Understanding (MOU)

In April 1996, the City of Sand City and the Sand City Redevelopment Agency entered into a Memorandum of Understanding (MOU) with the California Department of Parks and Recreation (CDPR) and the Monterey Peninsula Regional Park District (MPRPD) regarding the community's coastal land uses. Both the CDPR and the MPRPD own a significant number of properties along Sand City's coastline. The Redevelopment Agency also owns two parcels of land and the entire area is located in the Project Area of the Redevelopment Agency's Redevelopment Plan.

The MOU recognizes that the Sand City Coastline is an integral part of the Monterey Bay State Seashore and that it possesses important recreational, trail linkage, open space and natural resource values, and visitor-serving potential.

The document also notes that appropriate development in the Sand City coastline area will generate a steady revenue stream for assisting the redevelopment of the Project Area. In addition, it will provide one source of funds for public access facilities, dune restoration, and long-term operation and management of public lands along the Sand City coastline.

SAND CITY GENERAL PLAN 2002 - 2017

FIGURE 2-3
GENERAL PLAN LAND USE DIAGRAM



LEGEND:

City Limits

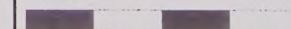
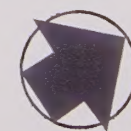
Coastal Land Use Classifications

- Residential Medium Density (R-2)
- Residential High Density (R-3)
- Visitor Serving Residential Light Density (VS-R1)
- Visitor Serving Residential Medium Density (VS-R2)
- East Dunes Specific Plan (Proposed)
- Visitor Serving Commercial (VSC)
- Light Commercial (C-1)
- Heavy Commercial (C-2)
- Coastal Dependent Industrial (CDI)
- Industrial Manufacturing (M)
- Industrial Park (IP)
- Public Recreation (PR)
- Public Facilities (PF)
- Habitat Reserve (HP)

Non-Coastal Land Use Classifications

- East Dunes Specific Plan
- Regional Commercial (C-4)
- Mixed Use Development (MU-D)
- Public Facilities (PF)
- Habitat Preserve (HP)

PMC





Sand City's coastline is an integral part of the Monterey Bay State Seashore

The MOU is intended to facilitate cooperation among the involved agencies to accomplish mutually beneficial objectives including:

- Preservation of ocean views from State Route 1
- Restoration of sand dunes and other associated dune vegetation and habitat
- Creation and preservation of a north/south habitat corridor for endangered and threatened species.
- Creation of a continuous north/south public pedestrian and bicycle trail linking Fort Ord and the Monterey Peninsula
- Provision of appropriate open space and beach and dune access
- Identification of an ongoing source of revenue to develop access facilities, restore dune lands and maintain and operate public lands
- Development of appropriate public and private land uses in Sand City's Coastline, including but not limited to visitor serving commercial and residential

GOAL 2.8

Encourage the development of a wide variety of housing types in Sand City to increase the resident population and create a more balanced community.

Policy

- 2.8.1 Allow a variety of creative housing types including but not limited to:
- standard single family and zero lot line residences

- mixed-use residential with features such as first floor garages or covered parking facilities and residences constructed above commercial businesses
- small multi-family structures in clusters of 3- to 4-units per building
- multi-family structures designed to blend with single family developments
- live-work units in conjunction with commercial or industrial uses

GOAL 2.9

Enhance the community's appearance and sense of identity in the greater Monterey Bay Region.

Policies

- 2.9.1 Maintain design review controls through the use of design review zoning regulations on all significant development and redevelopment in town.
- 2.9.2 Prohibit the development of structures with large bland walls that face a public right-of-way or other public viewing area.
- 2.9.2 Encourage building designs that evoke a coastal resort or coastal industrial architectural theme and provide treatment that includes building design articulation and variation.
- 2.9.4 Require the screening of outdoor storage areas with building materials compatible with overall building design and landscaping wherever feasible.
- 2.9.5 Develop and install streetscape improvements with all new development, particularly along the following primary streets: California Avenue, Tioga Avenue, Sand Dunes Drive, Contra Costa Street, and Catalina Street.

Implementation Program

- 2.9.a. Develop design guidelines for use by the Design Review Committee that address site plan, architectural, and landscape standards for residential, commercial, and light industrial development and redevelopment.
- 2.9.b. Develop a comprehensive streetscape program for primary streets in Sand City,

including but not limited to: California Avenue, Tioga Avenue, Sand Dunes Drive, Contra Costa Street, and Catalina Street. The streetscape program should at a minimum address:

- undergrounding of utilities
- lighting
- landscape treatments, including extensive tree plantings
- directional signage to attractions and major shopping areas
- frontage improvements (curbs, gutters, bicycle paths, sidewalks, or pedestrian paths where sidewalks are not possible)
- decorative planting

- 2.9.c Within the coastal zone, Local Coastal Plan design policies that are most protective of significant coastal resources shall be overriding.

GOAL 2.10

Work with the City of Seaside to eliminate blight and to beautify the common borders and entrances of both cities.

Policies

- 2.10.1 Formalize regular meetings between staff and officials from Sand City and Seaside in order to address issues that require mutual involvement and/or action.
- 2.10.2 Create a list of topics or issues to be presented to the legislative bodies of both cities that includes, but is not limited to:
- Redevelopment projects with access needs requiring a Del Monte Avenue frontage
 - Beautification of city entrance gateways
 - Property ownership patterns that may cross jurisdictional boundaries
- 2.10.3 Pursue development of uniform streetscape plans for border areas between Sand City and Seaside.



Commerical Development

SPECIAL LAND USE CONSIDERATIONS

Mineral Resources of Statewide or Regional Significance

Public Resources Code Section 2762(a) requires that local governments establish mineral resource management policies in their general plans if any mineral resources of statewide or regional significance are designated within their jurisdiction. No such areas have been designated in the Sand City Planning Area. In the Local Coastal Program (LCP) certified in 1982 the mining operations of the Monterey Sand Company in Sand City were determined to be “coastal dependent”, since the types of sand mined by these operations were classified as “specialty”.

The Monterey Sand Company has since ceased operations and the LCP will be amended to delete references to sand mining as a “coastal dependent” activity or a permitted use. Additional information regarding mineral resources and a figure depicting them are presented in the Conservation and Open Space Element of this General Plan.

Flood Prone Areas

According to the State General Plan Guidelines, a Land Use Element should consider the location of flood-prone areas. Portions of the Planning Area subject to a 100-year flood event are identified on Flood Insurance Rate Maps (FIRM), issued by the Federal Emergency Management Agency (FEMA). As noted on the most recent FIRM (1986), the 100-year flood area in Sand City is confined mainly to the coast, with a small projection in the southwestern part of the city along Bay Avenue. No part of the city east of State Route 1 is within the 100-year flood area. A more detailed discussion of potential flood

hazards and a figure depicting areas subject to 100-year flooding are presented in the Public Safety Element of this General Plan.

Solid Waste Disposal Sites

State General Plan Guidelines also require that future solid waste disposal sites be designated in the Land Use Element. There are no solid waste disposal sites designated in Sand City. Solid waste generated in the city is transported directly to the landfill in the City of Marina. According to an estimate by the Monterey Regional Waste Management District, the Marina landfill has adequate capacity for projected development on the Monterey Peninsula through 2076. Solid waste issues are discussed in greater detail in the Conservation/Open Space Element of this General Plan.

Water Desalination Facilities

The Sand City Redevelopment Agency may develop a 300 acre-foot per year water desalination plant in Sand City to provide the city with a water supply to meet its present and long-term redevelopment needs. Potential locations for the facility and specific information regarding the facility's proposed ownership and operation are described in detail in the Circulation and Public Facilities Element.

Schools

The need for schools and potential school sites are also often addressed in a Land Use Element. However, because of the limited size of Sand City's resident population, there are currently no schools located within the city limits. The population necessary to support an elementary school of average size is 600 pupils.

Based on local demographics, it is estimated that a population of approximately 3,000 people would be needed to support such a school. Buildout of the General Plan is anticipated to accommodate a resident population of approximately 1,300 persons. Therefore, there is no anticipated long-term need for a school site in the Sand City Planning Area.

Sand City is located in the Monterey Peninsula Unified School District (MPUSD). Children residing in the community attend Ord Terrace Elementary School (K-5), King Middle School (6-8), and Seaside High School (9-12). These Monterey Peninsula schools are presently under capacity.

GOAL 2.11

Consider and mitigate the impacts of new development and/or redevelopment activities on public facilities and services, whenever possible, prior to the approval of specific projects.

Policy

- 2.11.1 The City will monitor the impact of development on its public services. Land use and development proposals which would overload circulation, water supply, wastewater disposal, fire, police, or school systems shall not be approved in the absence of overriding considerations or project conditions of approval that mitigate this type of impact.

THE LAND USE DIAGRAM

The Sand City General Plan Land Use Diagram, Figure 2-3, identifies the location, distribution, and extent of all land uses in the Planning Area. In order to maintain clarity and consistency with the City's Local Coastal Program and Land Use Plan, described later in this chapter, Sand City's General Plan Land Use Designations are divided into Non-Coastal and Coastal categories.

GENERAL PLAN LAND USE DESIGNATIONS

The following section identifies all land use classifications depicted on the Land Use Diagram and describes typical land uses accommodated in each category.

Non-Coastal Zone

East Dunes Specific Plan (EDSP). This land use classification is applied to the central portion of the East Dunes district to indicate where development will be guided through implementation of the East Dunes Specific Plan. The specific plan will apply to all properties except those sites where Planned Unit Development (PUD) have been approved by the City.

The expectation for this portion of the city is to create an attractive, residential enclave consisting primarily of coastal style two-story residences with intimate streets and coastal-tolerant landscaping. Residences should be designed to feature bay or box style windows, and front yard patios or porches. It is anticipated that a majority of the residential units will be single family, however, multiple family residential

units and/or mixed-use residential/professional office uses may also be integrated into the development design. All development types will be required to adhere to design standards and guidelines.

The specific plan area may be developed as a single comprehensive project or smaller individual projects. Lot consolidation is encouraged to facilitate desired design features and circulation layouts.



Potential two-story housing type

If development occurs through smaller individual projects, transitions between existing and proposed developments must be considered so that a cohesive neighborhood environment is ultimately created. Particular attention should also be given to primary entrances into the specific plan area.

Densities in the specific plan area are likely to range between 12 and 20 dwelling units per net acre with a maximum building coverage of 0.60. Building heights in the Non-Coastal portion of the specific plan will be restricted to a maximum of 36 feet.

The Non-Coastal portion of the project area could ultimately provide for approximately 211 dwelling units. Secondary units may be permitted in accordance with state law and applicable City codes. It is anticipated that approximately 38,800 square feet of professional office space or other commercial floor area will be integrated into the residential neighborhood.

Regional Commercial (C-4). This designation is intended to accommodate retail and service uses that will attract customers from within and outside the community, usually within a radius of 20 miles. Primary uses include membership warehouse clubs that are retail in nature, discount stores, department stores, retail factory outlets, large-scale sporting goods stores, home/building supply establishments, electronics, and large-scale drug stores. Other smaller retail, restaurant, service, and entertainment

establishments may be considered in conjunction with a larger development. New mini storage, warehouse storage, and moving van storage uses are prohibited. Projects generally include a unifying architectural theme, site plan layout, landscape design, and internal traffic circulation system. Maximum height and lot coverages are 50 feet and 0.80 respectively.

Mixed Use Development (MU-D). This designation is applied to areas where low impact light manufacturing and commercial uses can be intermixed with live-work units, such as artist studios or galleries, and residential uses. Desired uses are typically conducted wholly within a building. Where outdoor storage or business activities are necessary, extensive screening should be required.

Compatible uses in this designation include, but are not limited to: small scale plant nurseries, wholesale or retail building materials and supplies centers, (designed with attractive store fronts and outdoor storage areas that are situated behind the primary building and are heavily screened), workshops for artisans, galleries, high tech industries (computer component manufacturers, software design, research and development), commercial bakeries, restaurants, delis, retail bakeries, ethnic markets, coffee and specialty beverage shops, live-work units, residential units, specialty retail shops, and public facilities such as water desalination plants and public parking facilities. Uses developed along the west side of California Avenue should be commercial in nature.



recommended

not recommended

Recommended storefront treatments for California Avenue would create a more pedestrian-friendly streetscape

Stand-alone residential development projects that do not exceed 23 dwelling units per net acre may be considered on a case-by-case basis. Site layout and design techniques including the placement of accessory structures, fencing, and landscape buffers should be used to reduce potential conflicts with adjacent non-residential development.

projects such as picnic areas, wind shelters, promenades, or other indoor public recreational areas, other support facilities for public recreational uses, and controlled public access and/or educational programs in areas of dune restoration programs. A height restriction of 36 feet is applied to minimize visual impacts and ensure consistency with the Local Coastal Land Use Plan. Maximum building coverage is 0.40.

Habitat Preserve (HP). This designation is intended to protect identified environmentally sensitive habitat areas. Activities are typically limited to those that will enhance research and educational awareness of the resource, result in habitat enhancement, or involve the installation of physical protection measures.

Combining Districts, Special Treatment Areas, Resource Management designation, Circulation designation, densities and height restrictions are further described in the Local Coastal Program Land Use Plan and are incorporated herein by reference.

LAND USE INTENSITY STANDARDS

In addition to characterizing land use designations according to types of allowable uses, this General Plan specifies standards for population density and building intensity for the various land use designations adopted by the City. Standards of building intensity for residential uses are stated in the General Plan in terms of the allowable range of dwelling units per net acre.

Standards of population density for residential uses can be derived by multiplying the maximum number of dwelling units per gross acre by the average number of persons per household. For purposes of this General Plan, the average number of persons per household is assumed to be 2.5 for sites in the East Dunes Specific Plan Area, and 2.0 in Coastal residential areas or where mixed use development and live-work units are anticipated.

Standards of building intensity for non-residential uses are stated in terms of maximum building coverage and height limits.

GENERAL PLAN HOLDING CAPACITY

Holding capacity is normally referred to as the number of people that could theoretically be accommodated in the Planning Area if all land were to develop to the maximum potential allowed by the land use designations of the Plan. *Buildout* is the

point in time at which the land in the Planning Area is being used to the maximum extent allowed by the Plan. Buildout of the Planning Area to its maximum holding capacity may not occur, due to such factors as site-specific physical and environmental constraints to development, limitations on the capacity of resources, infrastructure, and public services necessary to support new development, and choices made by individual property owners regarding the appropriate extent of development or redevelopment that should occur on their property. It should also be noted that buildout calculations do not reflect existing levels of development, which may or may not comply with the densities and building intensities permitted by the Plan. Still, buildout projections provide a useful means of looking at a future scenario for purposes of projecting the impacts of the Plan on the environment and evaluating infrastructure capacities necessary to support the Plan.

Table 2-4, *General Plan Holding Capacity*, provides estimates of the number of housing units, population, and square footage of non-residential development that could theoretically be accommodated by the General Plan, based on the designations shown on Figure 2-3, *Land Use Diagram*. The estimates for commercial and industrial square footage and employment have anticipated that approximately 25% of the land area that could theoretically be developed will be occupied with parking facilities.

AREA AND SPECIFIC PLANS

Area and specific plans address development in particular areas of a city and generally include a set of land use specifications and implementation programs tailored to the unique characteristics of the site or area. They are not meant to supplant the general plan, but instead they are used to implement the general plan systematically in these specific areas. As indicated on Figure 2-3, *Land Use Diagram*, a Specific Plan will be prepared to guide the design and character of future residential development in the central portion of the East Dunes district.

Light Commercial (C1). This designation is intended to provide for small-scale retail and commercial service uses that provide a transition between the visitor serving commercial uses west of State Route 1 and destination commercial uses located in the northeast portion of the city. Preferred uses include, but are not limited to: banks, business offices, retail uses conducted entirely within a building, food stores, restaurants, fitness centers, or a small inn with overnight lodging facilities (50 units or less). Mini storage development may be considered but is not preferred. The proposed design and architectural plan shall consider the appearance of the proposed development from Tioga Avenue and State Route 1. A height restriction of 36 feet is applied to minimize visual impacts and ensure consistency with the Local Coastal Land Use Plan. Maximum building coverage is 0.80.

Heavy Commercial (C2). This designation accommodates businesses with a heavy commercial and/or wholesale character that are generally conducted within a building. Examples include wholesale businesses, storage, warehousing, repair garages for automobiles, trucks, and trailers, motor vehicle and accessory sales, lumber and building materials sales, contractor's yards, research/development and testing services, hardware, plumbing, air conditioning and supplies, animal hospitals, kennels, veterinary clinics, upholstery shops, printing or lithographic shops, commercial bakeries, creameries, soft drink bottling plants, laundries, and cleaning and dyeing plants. A height restriction of 36 feet is applied to minimize visual impacts and ensure consistency with the Local Coastal Land Use Plan. Maximum building coverage is 0.80.

Coastal Dependent Industrial (CDI). Allows coastal dependent uses including but not limited to specialty surf zone sand mining. The coastal dependent site shall have a minimum of 250 feet of ocean frontage and a minimum of 2 acres of land above the Mean High Tide line. Access to the coastal dependent land use from a public street will be assured as a condition of development (including land divisions). The Coastal Land Use Map depicts the general location of the site at the north end of the Monterey Sand Company parcel, and is intended to be representative only. A height restriction of 45 feet is applied to minimize visual impacts and ensure consistency with the Local Coastal Land Use Plan. Maximum building coverage is 0.60. (Since sand mining operations have ceased in the city's Coastal Zone, an LCP amendment will be prepared in the future to remove this designation or it will be eliminated by

virtue of a project approval for a visitor-serving use allowed in the LCP).

Manufacturing (M). This designation is intended to provide for a wide variety of heavy industrial activities that involve manufacturing, fabrication, packaging, processing, and storage. Common uses include the manufacture, processing, and packing of food products, lumber and wood products, stone, clay, glass, concrete, and sand and gravel products. A height restriction of 36 feet is applied to minimize visual impacts and ensure consistency with the Local Coastal Land Use Plan. Maximum building coverage is 0.75.

Existing land uses in the northern portion of the Destination Commercial district within the Coastal Zone are currently designated as Manufacturing. However, actual land uses in this area have a regional commercial character. It is anticipated that the City will pursue an LCP amendment in the future to make the land use designation within the coastal portion of the Destination Commercial district recognize the more precise land use.

Industrial Park (IP). This designation provides for a compatible mix of certain commercial and industrial land uses assembled into employment centers that are attractive and functional. This designation will ultimately be removed from the General Plan and the LCP Land Use Diagram as it is no longer applicable to actual uses that occupy the area so designated.

Public Facilities (PF). This designation is applied to sites occupied by public buildings, equipment, utilities, and features such as a sewage treatment pumping station or water desalination facility that have a public purpose. The General Plan does not have to be amended to accommodate new public facilities on sites less than one (1) acre in size located in residential, commercial, or industrial areas. A height restriction of 36 feet is applied to minimize visual impacts and ensure consistency with the Local Coastal Land Use Plan. Maximum building coverage is 0.45.

Public Recreation (PR). This designation is intended to provide areas for public use and enjoyment of the coast and to enhance recreational opportunities along the city's shoreline. Typical uses include public parks, picnic areas, parking areas, public vista points, habitat restoration, sandy beaches, and access ways that are publicly owned or over which access easements are to be required as a condition of development. In addition, public recreation also means public uses in development

developments consist of clustered multi-family residential structures. All of the units permitted in this designation shall be established on time increments and shall be available at all times for rental or purchase on a short-term (one month or less) basis. A height restriction of 25 feet is applied to minimize visual impacts and ensure consistency with the Local Coastal Land Use Plan.

This designation applies to a parcel that is now a park site owned by the Regional Park District. The City will amend its LCP in the future to recognize this change in circumstance.

Visitor-Serving Residential, Medium Density (VS-R2). This designation is intended to promote visitor serving residential timeshare uses at moderate densities, 14 to 25 units per net acre. Typical developments consist of clustered multi-family residential structures. All of the units permitted in the designation shall be established on time increments and shall be available at all times for rental or purchase on a short term (one month or less) basis, with the following exception:

- Units may be constructed as fee-simple, specifically to accommodate the Transfer of Density Credit Program established in the Housing Element, as deemed necessary and feasible by the City of Sand City

A height restriction of 36 feet is applied to minimize visual impacts and ensure consistency with the Local Coastal Land Use Plan.

Residential, Medium Density (R2). This designation is intended to provide for a variety of residential housing types at moderate densities, 14 to 25 dwelling units per net acre. Typical uses permitted include single family dwellings, modular or mobile homes, duplexes, and public amenities such as picnic areas, wind shelters, and indoor recreational facilities. More intensive multiple-family developments are encouraged to utilize clustering techniques to the fullest extent possible. A height restriction of 36 feet is applied to minimize visual impacts and ensure consistency with the Local Coastal Land Use Plan.

Residential, High Density (R3). This designation is intended to provide for a variety of residential housing types at higher densities, 25 to 35 dwelling units per net acre. Typical uses permitted include single family dwellings, modular or mobile homes, duplexes, and public amenities such as picnic areas, wind shelters, and indoor recreational facilities. Planned unit developments that encourage lot

consolidation, clustered development, and the provision of open space are strongly encouraged. A height restriction of 36 feet is applied to minimize visual impacts and ensure consistency with the Local Coastal Land Use Plan. Maximum building coverage is 0.70 for one story or 0.65 for more than one story.

East Dunes Specific Plan (EDSP). Once an LCP amendment is completed, this overlay classification will apply to the central portion of the East Dunes district to indicate where development will be guided through implementation of the East Dunes Specific Plan. The specific plan will apply to all properties except those sites where a Plan Unit Development (PUD) has been approved by the City.

Future planning for this portion of the city is intended to create an attractive, residential enclave consisting primarily of coastal style two-story residences with intimate streets and coastal-tolerant landscaping. It is anticipated that a majority of the residential units will be single family, however multiple family residential units and/or mixed-use residential/professional office uses may also be integrated into the development design. All development types will be required to adhere to design standards and guidelines.

The specific plan area may be developed as a single comprehensive project or smaller individual projects. Lot consolidation is encouraged to facilitate desired design features and circulation layouts. If development occurs through smaller individual projects, transitions between existing and proposed developments must be considered so that a cohesive neighborhood environment is ultimately created. Particular attention should also be given to primary entrances into this neighborhood.

Densities in this portion of the specific plan area will range from 9 to 20 dwelling units per net acre with a maximum building coverage of 0.60. Building heights in the portion of the specific plan area that is located in the Coastal Zone will be limited to three stories (36 feet), consistent with the Local Coastal Land Use Plan. PUD's of higher density may also be allowed, subject to City Council approval.

The portion of the specific plan area located within the Coastal Zone is anticipated to accommodate approximately 29 dwelling units. Secondary units may be permitted in accordance with state law and applicable city codes. It is anticipated that approximately 19,400 square feet of professional office space will be integrated into the residential neighborhood.

Land uses should be arranged with active commercial or manufacturing activities located on the ground floor, oriented toward street frontages. Live-work units should be located within upper story spaces or behind ground floor uses. Lot consolidation and redevelopment activities are encouraged to create more usable building sites that meet the intent of this classification and can accommodate on-site parking facilities for customers, employees, and residents. Maximum height and building coverages are 45 feet and 0.80 respectively.

Public Facilities (PF). This designation is applied to sites occupied by public buildings, equipment, and features such as libraries, city corporation yards, the Sand City Civic Center complex, public parking lots, police and other safety service facilities, and utilities that have a unique public character. The General Plan does not have to be amended to accommodate new public facilities on sites that are less than one (1) acre in size located in residential, commercial, industrial, or mixed used areas. Maximum height and building coverages are 36 feet and 0.50 respectively.

Habitat Preserve (HP). This designation is intended to protect identified environmentally sensitive habitat areas. Activities are typically limited to those that will enhance research and educational awareness of the resource, result in habitat enhancement, or involve the installation of physical protection measures.

Coastal Zone

The land use designations and zoning regulations pertaining to the portion of Sand City's Coastal Zone located west of State Route 1 are not changed as a result of this General Plan Update. The City's Local Coastal Program, including land use modifications to the portion of the Coastal Zone east of State Route 1, are hereby re-adopted as a separate element of the General Plan. This 2002-2017 General Plan does, however, recognize the significance of the 1996 Memorandum of Understanding (MOU) between the California Department of Parks and Recreation, Monterey Peninsula Regional Park District, the City of Sand City, and the Sand City Redevelopment Agency. As a result of that agreement, it is likely that much of Sand City's coastline will remain in open space and/or public recreation uses. The potential development of a water desalination plant that would reduce regional dependence on pumping from the state-restricted Carmel River Aquifer is also recognized in the General Plan as an appropriate use

in the Sand City Coastal Zone as prescribed by the Local Coastal Program Element.

LCP Amendments approved to date include:

- LCP Amendment 85-01 (Resolution 85-37)
- LCP Amendment (Resolution 85-33)
- LCP Amendment 95-01 (Resolutions SC96-10 and SC96-45)
- LCP Amendment 97-01 (Resolutions SC 97-31 and SC 97-52)
- LCP Amendment 97-02 (Resolution 97-42 and SC 97-59)

The following is a descriptive summary of land use planning policy contained in the certified LCP. For a complete description, refer to the LCP.

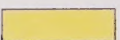
Visitor-Serving Commercial (VSC). This designation is designed to provide for land uses whose primary function is to serve the needs of coastal visitors. Potential uses include: hotels, motels, vacation clubs/timeshares (along with accessory shops such as gift shops, travel agencies, beauty shops, and health spas), food service establishments, service stations, recreation, retail shops and services, campgrounds, recreational vehicle parks, and other recreational facilities operated as a business and open to the general public for a fee. Vacation clubs/timeshares are defined as accommodation facilities with guest or owner stays limited to not more than 29 consecutive days and not more than a total of 84 days each calendar year. Height restrictions are applied to minimize the visual impacts of development and ensure consistency with the Local Coastal Land Use Plan. Densities for hotel uses are limited to a maximum of 75 rooms per acre with density caps of 375 rooms in areas "A", "B", and "D" on the Local Coastal Land Use Plan Map. No hotel rooms are permitted in area "C" on the referenced map. Densities for motels are limited to a maximum of 37 rooms per acre with density caps of 229 rooms in area "A" and 141 rooms in area "B" on the Local Coastal Land Use Plan Map. Where other non-public recreational uses are allowed on a parcel, those uses may be intermixed such that the proportion of uses relative to the specified acreage in the LCP Land Use Plan is not increased. Maximum height permitted is 36 feet.

Visitor-Serving Residential, Low Density (VS-R1). This designation is intended to promote visitor serving residential timeshare uses at fairly low densities, 1 to 13 units per net acre. Typical

SAND CITY GENERAL PLAN 2002 - 2017

FIGURE 2-4
POTENTIAL AREAS "RIPE" FOR DEVELOPMENT/
REDEVELOPMENT IN "OLD TOWN"

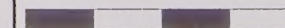
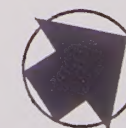
LEGEND:

-  Parcels with Improvement Value to Land Value Ratios of Less Than ($<$) 1
-  Parcels with Improvement Value to Land Value Ratios Equal to ($=$) 0
-  Location of Potentially Incompatible Land Uses



PMC

Source: Sand City Planning Dept. / PMC



Land Use Designations	Gross Acres	Net Acres	Max. Density (du/ net acre)	Typ. Density (du /net acre)	Est. Dwelling Units	Max. Non-Res. Bldg. Cov.	Typical Non-Res. Bldg. Cov.	Max. Height (feet)	Typical Height (feet)	Estimated Comm./Ind. Sq. Footage ⁵	Est. Typ. Pop.	Est. Typ Employees
NON COASTAL												
East Dunes Specific Plan (EDSP)	15.50	12.40	18.00	18.00	211.00	0.60	0.60	36	36	38,811.96	528	86 ⁶
Regional Commercial (C4)	44.00	35.20	--	--	--	0.80	0.80	50	50	949,987.20	--	1,267 ⁷
Mixed Use Development (MU-D) ¹	53.40	42.72	20.00	20.00	214.00	0.80	0.80	45	45	3,140,240.40	428	5970 ⁸
Public Facility (PF)	0.60	0.48	--	--	--	0.50	0.50	36	36	7,840.80	--	17 ⁶
Habitat Preserve (HP)	3.50	2.80	--	--	--	--	--	--	--	--	--	--
Subtotal (Non-Coastal)	117.00	94.00	--	--	425.00	--	--	--	--	4,136,880.36	956	7,340
COASTAL												
Visitor Serving Residential, Low Density (VS R1) ²	13.30	10.64	--	--	--	--	--	25	--	--	--	--
Residential Medium Density (R2) ⁴	3.50	2.80	MBS	MBS	133.00	--	--	36	--	--	266	--
Residential High Density (R3)	13.35	10.68	--	--	--	0.65/ 0.70	--	36	--	--	--	--
Visitor Service Residential, Medium Density (VS-R2)	4.00	3.20	MBS	MBS	45.00 ^A	--	--	36	--	--	--	--
East Dune Specific Plan (EDSP) ⁴	8.30	6.64	20.00	9.00	29.00	0.60	0.60	36	36	19,405.96	73	43 ⁶
Light Commercial (C-1)	2.75	2.20	--	--	--	NS	0.80	36	36	172,497.60	--	383 ⁶
Heavy Commercial (C-2)	4.95	3.96	--	--	--	NS	0.80	36	36	310,495.68	--	690 ⁶
Visitor Serving Commercial (VSC)	32.80	26.24	--	--	--	0.60	0.60	36	36	1,543,069.44 ^B	--	154 ⁹
Visitor Serving Commercial-Manufacturing (VSC/M)	12.00	9.60	--	--	--	0.60	0.60	45	45	705,672.00	--	70 ⁹
Visitor Serving Commercial/Coastal Dependent Industrial (VSC/CDI)	13.75	11.00	--	--	--	0.60	0.60	45	45	808,582.50		80 ⁹

Land Use Designations	Gross Acres	Net Acres	Max. Density (du/ net acre)	Typ. Density (du/ net acre)	Est. Dwelling Units	Max. Non-Res. Bldg. Cov.	Typical Non-Res. Bldg. Cov.	Max. Height (feet)	Typical Height (feet)	Estimated Comm./Ind. Sq. Footage ⁵	Est. Typ. Pop.	Est. Typ Employees
Manufacturing (M)	14.10	11.28	--	--	--	NS	0.75	36	36	829,164.60	--	1,508 ⁸
Public Facilities (PF)	13.70	10.96	--	--	--	NS	0.45	36	36	167,612.00	--	17 ⁹
Public Recreation (PR)	19.40	19.40	--	--	--	0.40	0.00	36	36	0.00	--	--
Habitat Preserve (HP)	3.65	3.65	--	--	--	--	--	--	--	--	--	--
Subtotal (Coastal)	160.0	132.0	--	--	162.0	--	--	--	--	5,082,813.60	339	2,945
Route 1 Corridor	30.00	--	--	--	0.00	--	--	--	--	0.00	0	0
TOTALS	306.55	226.0	--	--	587.0	--	--	--	--	9,219,693.96	1,295	10,285

Table 2-4 General Plan Holding Capacity

Notes:

- 1 For purposes of determining holding capacity and focusing business attraction activities, a target mix of 45% light manufacturing/light industrial; 30% commercial services/retail; and 25% residential/live-work units have been established for the MU-D designation. This target is considered a general guideline and not a mandatory requirement.
 - 2 The Regional Park District has purchased this site. No development is anticipated.
 - 3 This property is currently being acquired by Regional and State Recreation agencies. Avoidance or mitigation for sensitive habitat and extensive grading would be required to facilitate development. Therefore, the City does not anticipate development at this location.
 - 4 Approximately 50% of the EDSP acreage within the Coastal Zone will not be developed with residences because of the need for a minimum 75-foot setback along the portion that is adjacent to State Route 1.
 - 5 Estimates assume that approximately 25% of the net acreage for each commercial and industrial designation will be occupied by parking facilities.
 - 6 Estimate based on 1 employee per 450 square feet of building area.
 - 7 Estimate based on 1 employee per 750 square feet of building area.
 - 8 Estimate based on 1 employee per 550 square feet of building area.
 - 9 Estimate based on 1 employee per 10,000 square feet of building area.
- A These units consist of rental condominiums that are associated with the Monterey Bay Shores project.
- B Square footage estimate includes a 217-room hotel and 100 time-share units associated with the Monterey Bay Shores project. Potential visitor commercial serving uses on other sites have also been incorporated.

MBS= Monterey Bay Shores

NS=Not Specified in Zoning Ordinance

SAND CITY REDEVELOPMENT AREA

In October 1986, the Sand City Redevelopment Agency (RDA) was established. A Redevelopment Plan was adopted in 1987. The RDA was created in response to the detrimental physical, social, and economic conditions, commonly called "blight", existing in the commercial and industrial areas of the city. The Redevelopment Agency can utilize the financial and administrative authority of the California Community Redevelopment Law necessary for the planning, development, replanning, redesign, clearance, reconstruction, or rehabilitation of the Agency's Redevelopment Area. The Redevelopment Project Area encompasses the entire land area within the city limits. The Redevelopment Agency has sought to reverse blighting conditions in the city, mainly through capital improvement projects and regional commercial development. The projects receive funding from a variety of public and private sources. Tax increment financing is also used, which typically involves the issuance of bonds that are repaid from revenues created by the higher assessed values of the redeveloped properties.

The first project undertaken by the Redevelopment Agency was the installation of public utility and street improvements on Tioga and Playa Avenues in connection with the Sand Dollar Shopping Center development. Other projects include the following:

- Street improvements to provide adequate street width, curb, gutter, and sidewalk. This includes new street segments planned in conjunction with commercial projects located in the northern portion of the Destination Commercial district
- Construction of new storm drain facilities and improvements to existing undersized drainage facilities
- Replacement of undersized or otherwise inadequate water mains in developed parts of the city
- Street improvements, including tree planting, for city streets east of State Route 1

In addition, the RDA owns two parcels of land along the coast within the North of Tioga Coastal district, for which visitor-serving commercial uses are envisioned, consistent with the LCP, this Land Use Element, and the 1996 Coastal MOU.

Despite these efforts, significant forms of blight persist in the city. Conditions contributing to this

blight include an inefficient and obsolete lot pattern, inadequate public facilities and infrastructure, inadequate circulation and parking, incompatible land uses, unsafe and obsolete buildings, a preponderance of vacant and underutilized properties, and some coastal properties that have been contaminated or otherwise ravaged by past industrial activities. Future redevelopment efforts must focus on incrementally addressing these issues. In 1994 public redevelopment needs were estimated to cost \$40 million.

Some land economists, when evaluating urban areas like Sand City that are within a desirable and growing real estate market, utilize an indicator of development and redevelopment potential (i.e. "areas ripe for development") known as the "improvement value to land value ration." When the improvement value to land value is less than a ratio of 1:1, which is denoted as 1 for example, then chances are reasonable that the property will ultimately be developed to a higher use or intensity to justify the value of the land and reap the full potential of what the real estate market is saying about the land value. The example below illustrates how Figure 2-4, *Potential Areas "Ripe" for Development/Redevelopment in "Old Town,"* was derived from the assessor's rolls of 1998. The assessor's rolls break down property value into its land value and building value components.

For example, the County Assessor assesses a property with a value of \$300,000. This value is further broken down as follows: value of improvements and buildings, \$100,000; value of land, \$200,000. This is considered a 1:2 improvement value to land value ration or a ratio of 1/2, indicating that the property is likely in the future to be completely redeveloped or significantly remodeled to add additional value to the building improvements already on it.

As indicated above, Figure 2-4 identifies potential areas considered ripe for development or redevelopment within the southeast portion of Sand City.

The Sand City Redevelopment Agency *Five Year Implementation Plan* proposes further infrastructure improvements and commercial development, particularly in the South of Tioga District. In addition, the *Implementation Plan* calls for a Five Year Housing Development Program to provide affordable housing in the city.

GOAL 2.12

Support the efforts of the Sand City Redevelopment Agency to upgrade infrastructure, provide affordable housing opportunities, and remove blight in the Sand City Redevelopment Project Area.

Policy

- 2.12.1 Much of the land appropriate for reuse or redevelopment in Sand City should be developed in such a fashion that a variety of compatible uses could be established on the same site. In larger mixed used project site areas (in excess of 25,000 square feet) residential uses should be required where feasible.

Implementation Programs

- 2.12.a. The City will exercise its redevelopment powers to implement the policies of the General Plan including the acquisition of land for reuse, the funding of public improvement projects such as streets and parks, and provision of financial assistance to developers and homeowners, as deemed necessary.
- 2.12.b. The City will identify large properties or property groups, such as the McDonald and Robinette sites or land within the South of Tioga District, with high development potential and, where warranted, participate in the development of these sites through Redevelopment Agency powers such as land assembly, planning and financing, and the selection of a master developer.

LOCAL COASTAL PROGRAM AND LCP LAND USE PLAN

California is fortunate to have a vast amount of coastal resources. Due to concerns regarding the proper management and protection of the state's coastal resources, a ballot initiative known as Proposition 20 was approved in November 1972 to ensure that those issues were properly addressed.

The result was the adoption of the California Coastal Act, designed to "...protect, maintain, and where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and artificial resources" (Public Resources Code Section 30001.5). The act applies to the "coastal zone"

which can generally be described as a strip along the entire California coast "...extending seaward to the state's out limit of jurisdiction, including all offshore islands, and extending inland generally 1,000 yards from the mean high tide line of the sea." (Public Resources Code Section 30103). The only portion of the California coast not included in the zone is the area of jurisdiction of the San Francisco Bay Conservation and Development Commission. The California Coastal Act created a permanent California Coastal Commission and six temporary regional commissions. The regional commissions were dissolved in 1981.

The Coastal Act's policies are implemented through cooperative action between the California Coastal Commission and local governments. This intended cooperation is demonstrated by provisions that allow the bulk of the authority granted to the State to be transferred to local governments through the adoption and certification of a "Local Coastal Program" (LCP). The LCP consists of land use plans, zoning ordinances, zoning district maps, and other implementing actions that address the coastal issues and concerns unique to the jurisdiction as well as the statewide policies of the Coastal Act. The California Coastal Commission must certify the LCP after its adoption by the local government entity. LCP adoption and certification also transfers permit authority, except in limited cases, to the local government. The current LCP for Sand City was adopted by the City Council and certified by the California Coastal Commission in 1984. However, based on a 1990 Coastal Commission periodic review of the City's LCP, the City supported modified policy in the form of the 1996 Memorandum of Understanding. Cooperation between the City and state and regional park agencies will continue. This cooperation will result in improved coastal access, preservation of ocean views, restoration and enhancement of dune habitat, provision of open space, identification of ongoing funding sources to develop and maintain public facilities, and accommodations for appropriate visitor serving commercial and residential development along the Sand City Coastline.

Sand City's Coastal Zone

There are approximately 1.5 miles of ocean frontage in Sand City. As illustrated in Figure 2-5, *Sand City Coastal Zone*, and Figure 2-3, *Land Use Diagram*, the bulk of Sand City's Coastal Zone Area includes that portion of Sand City lying west of State Route 1, as well as a strip of land 200 feet in width bordering the east side of State Route 1, measured from the

highway's eastern most right-of-way. The remaining portion of the Coastal Zone encompasses the Union Pacific Railroad right-of-way and a parallel strip of land 100 feet in width immediately adjacent to the western side of the railroad right-of-way, running the entire length of the city.

Relationship to the General Plan

As a result of the California Coastal Act, lands within the city limits are divided into two broad categories: 1) those lands in the Coastal Zone, and 2) those lands outside the Coastal Zone. Policies governing land use in the Coastal Zone are subject to standards different from those standards affecting areas outside the Coastal Zone. These standards are described in detail in the Sand City LCP, Land Use and Implementation Plans, and are incorporated herein by reference. They should also be combined with the policies of the 1996 Coastal MOU.

LAND USE AND ZONING COMPATIBILITY

One of the most familiar methods of implementing General Plan land use policy and designations is through the Zoning Ordinance. Although separate from the General Plan, it is essential that the zoning districts utilized to implement General Plan land use designations are consistent with the intent of each General Plan designation. The following table identifies each Non-Coastal and Coastal Land Use Designation in the left column. Zoning districts considered compatible with each corresponding designation are shown in the right column. Because of the specific nature of zoning regulations, more than one zoning district may be compatible with a single land use designation.

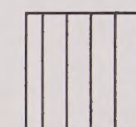
General Plan Land Use Designation	Compatible Zoning Districts
Non-Coastal	
East Dunes Specific Plan (EDSP)	EDSP*
Regional Commercial (C4)	C-4
Mixed Use District (MU)	MU*
Public Facility	PF*
Habitat Preserve (HP)	OS* EDSP*
Coastal	
Residential Medium Density (R-1)	CZ R-1
Residential High Density (R-2)	CZ R-2
Visitor Serving Commercial (VSC)	CZ VSC
Visitor Serving Commercial, Low Density (VS R-1)	CZ VS R-1
Visitor Serving Commercial, Medium Density (VS R-2)	CZ VS R-2
East Dunes Specific Plan (EDSP)	CZ EDSP*
Light Commercial (C-1)	CZ C-1
Heavy Commercial (C-2)	CZ C-2
Public Facility (PF)	PF
Public Recreation (PR)	CZ PR
Habitat Preserve (HP)	CZ HP
*District to be adopted.	

Table 2-5 General Plan and Zoning Compatibility

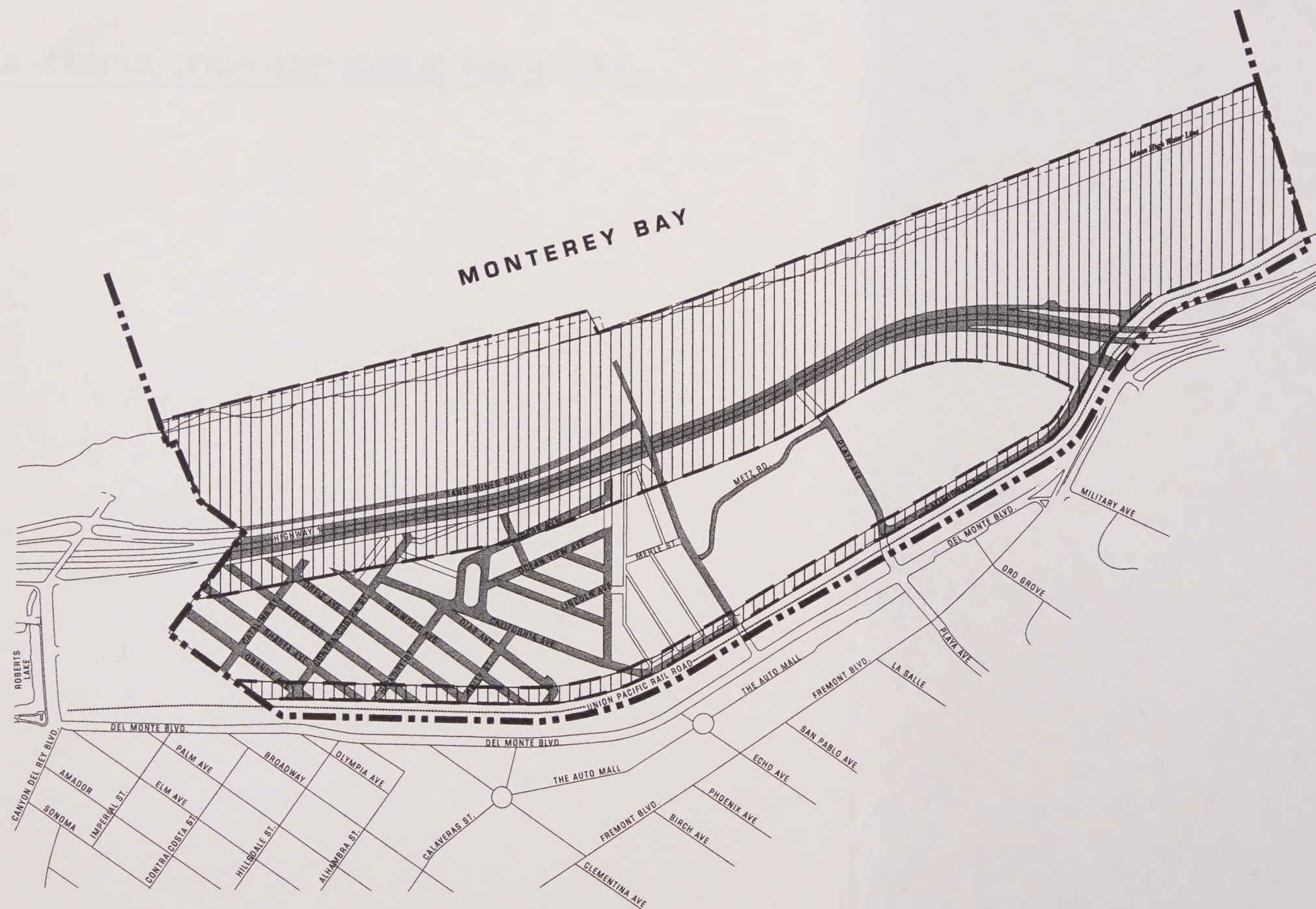
SAND CITY GENERAL PLAN 2002 - 2017

FIGURE 2-5
SAND CITY COASTAL ZONE

LEGEND:

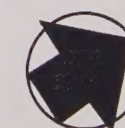


Area within Coastal Zone



PMC

Source: Sand City LPC



3.0 CIRCULATION AND PUBLIC FACILITIES

Circulation and Public Facilities

INTRODUCTION

Circulation in General Plan terminology is commonly understood to mean transportation. Transportation is indeed a key issue in planning for development. A city is both defined and constrained by the network of highways, roads, railroad facilities, and transit services that move its residents and goods in, through and out of the community. However, the circulation of energy and materials necessary to sustain the normal functioning of the community is also important. This includes the supply of water and electricity and the collection and removal of sewage and other wastes. Another issue is the circulation of information, since people and businesses are demanding greater access to more information in a shorter period of time. Therefore, this element focuses on both transportation features and public facilities and services.



State Route 1 in Sand City

A comprehensive, well planned, and efficiently functioning circulation system is essential to support Sand City's economic development activities, vitality, redevelopment, and long-term growth. The Circulation Element provides the necessary framework to guide the growth and development of the community's transportation and infrastructure systems. It integrates land use and transportation planning by ensuring that all existing and future developments have adequate circulation and infrastructure, and by promoting land use that places fewer demands on circulation systems, such as mixed-use development. This element also

emphasizes the regional nature of transportation facilities and the need for interagency coordination.

A major objective of the Circulation Element is to provide more coastal, or "west side", pedestrian and vehicular linkages to the east side of the city. The increased linkages would alleviate some of the community separation caused by the freeway, so that the entire city can function as a whole.

Pursuant to Government Code Section 65302(b), a general plan is required to include:

A Circulation Element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities all correlated with the Land Use Element of the plan.

According to the State of California General Plan Guidelines, the Circulation Element is not intended to be simply a transportation plan. It is actually an infrastructure plan that concerns itself with the circulation of people, goods, energy, water, sewage, storm drainage, and communications. This element has been prepared in compliance with all mandatory requirements.

Specific topics addressed include:

- Streets and Highways
- Regional Transportation Planning and Congestion Management
- Transit Services and Facilities
- Parking
- Bicycle Routes
- Pedestrian Facilities
- Rail Service and Facilities
- Airport Facilities
- Water Supply, Treatment and Distribution
- Sewage Collection and Treatment
- Storm Drainage Facilities

- Solid Waste Collection and Disposal
- Electricity and Natural Gas
- Communication Systems
- City Administration Facilities

STREETS AND HIGHWAYS

Streets are probably the most noticeable and widely utilized transportation feature within any urban community. The streets and roadways within Sand City have been classified into four categories, based upon their main function:

- Freeway – mobility with limited access at interchanges devoted exclusively to regional through traffic movement.
- Arterial – a street that serves through traffic. There are no arterials within the city. The nearest arterial is Del Monte Avenue just east of the Sand City city limits in the City of Seaside.
- Collector Street – carries traffic within an area to arterials and provides access to adjacent properties; balances mobility and access.
- Local Street – provides access to adjacent properties only; limited traffic movement function.

These classifications have been applied Figure 3-1, *Circulation Diagram*, that identifies the circulation system necessary to support buildout of the General Plan. Figure 3-1 also notes the general locations where new streets or the extensions of existing streets are planned.



State Route 1

The only freeway in Sand City is State Route 1, a north-south route that follows the California coast from Mendocino County in the north to Orange County in the south. State Route 1 links Sand City to

Monterey, Big Sur and Santa Cruz. The portion of the highway within the city limits is currently a four-to six-lane divided freeway. There are no interchanges wholly within the city. The California Avenue/Fremont Boulevard interchange is located partially within the city at its northernmost limits. Access to the city is also available from the State Route 218 (Canyon Del Rey) interchange in Seaside. The *State Route 1 Corridor Study*, conducted by the Association of Monterey Bay Area Governments (AMBAG) in 1990, recommended the widening of State Route 1 to six lanes from State Highway 68 to Fremont Boulevard, which would include the Sand City segment. The study also recommended the modification of the Fremont Boulevard interchange at Sand Dunes Drive. The widening of State Route 1 was incorporated into the proposed Year 2015 roadway network for the Fort Ord area. However, both aforementioned projects are currently unfunded, meaning that they are not funded in the State Transportation Improvement Program (STIP) or in the Action Element of the Monterey County Regional Transportation Plan (RTP) at this time.

Information contained within the June 1999 Draft Project Study Report (PSR), prepared by Sand City for State Route 1, provides additional detail regarding proposed improvements. According to the Draft PSR, it is proposed to widen and upgrade 5.35 kilometers (3.3 miles) of State Route 1 and to plan for local street improvements in the City of Seaside from the State Route 1/State Route 218 separation at Canyon Del Rey Boulevard to the Fort Ord main entrance at Light Fighter Drive. The intent of the project is to relieve existing and future traffic congestion and to improve traffic safety and vehicular access to and from State Route 1. The Draft PSR was prepared by Sand City to satisfy the requirements of a cooperative agreement between CalTrans and the City of Sand City regarding State Route 1 encroachment permit conditions for the Edgewater Shopping Center at the intersection of California Avenue and State Route 1. Implementation of the PSR is specified within the document.

The PSR project team conducted an extensive alternative project evaluation, which resulted in the identification of two viable alternatives for consideration. They were Alternative 1 – the “no-build” alternative, and Alternative 2 – also known as the “recommended alternative,” which involves the construction of a new diamond-type interchange near the mid-point between Fremont Boulevard and Light Fighter Drive in the former Fort Ord site, widening of State Route 1 to a six-lane highway facility, and

improvement of local streets in the vicinity of the Fremont Boulevard interchange.

Phasing of projects improvements was also evaluated based on criteria including those, which provided traffic relief, orderly construction, and served the local communities' needs. The four main components of the preferred alternative improvements have been ranked in terms of priority for construction as follows: (1999 dollars)

- Phase 1: Construct new Monterey Road/State Route 1 diamond interchange, located north of the existing Fremont Boulevard interchange. Estimated cost - \$12.9 million
- Phase 2: Construct local circulation improvements
 - Priority 2A* - Improve California Avenue from the northbound offramp to the proposed Monterey Bay Shores project site. Estimated cost - \$0.7 million
 - Priority 2B* - Improve Monterey Road-Fremont Boulevard connection to Del Monte. Estimate cost - \$2.4 million
 - Priority 2C* - Improve the California Avenue and Fremont Boulevard intersection at the Union Pacific Railroad crossing. Estimated cost - \$1.0 million
 - Priority 2D* - Widen the northbound onramp to two lanes with a Fremont Boulevard connection. Estimated cost - \$3.4 million.
- Phase 3: Improve southbound onramp and restripe California Avenue for a double left turn lane. Estimated cost - \$1.5 million.
- Phase 4: Widen State Route 1 to six-lane facility with 3 thru lanes in each direction from the northbound onramp/exit ramp of State Route 218 (Canyon Del Rey Boulevard) to the northbound exit ramp of the Fort Ord main entrance (Light Fighter Drive interchange). Estimated cost - \$10.0 million.

As of the date of this publication, the PSR has not been approved by CalTrans.

Before construction proceeds, a project report detailing the construction of the selected alternative, and Environmental Impact Report (EIR), and Environmental Impact Statement (EIS), and a Transportation Management Plan (TMP) will need to be prepared to address traffic impacts from staged construction, detours, and specific traffic handling

concerns during construction of the project. Specific funding for the full project has not been identified at this time. However, financing strategies for the improvements could include the SB45 State Transportation Improvement Program (STIP), State gas tax funds, Federal T-21 funds, developer fees, Regional traffic impact fees, State and local grants, and benefit assessment districts.

Sand City is served by State Route 1 and a network of arterial and collector streets. The following are the primary roadway segments and classifications currently serving Sand City.



State Route 1 provides only limited access

State Freeways and Highways: State Route 1 is a regional and inter-regional freeway. It is a 4-lane facility in the city, increasing to a 6-lane facility at the northern city limits. State Route 218 (Canyon Del Rey Boulevard) is located in the City of Seaside and functions as both a regional and local facility connecting State Route 1 to areas inland.

Arterials: There are no designated arterial streets in Sand City; however, the following facilities located in the City of Seaside provide access to Sand City. Del Monte Boulevard is a 4-lane arterial extending from Fremont Avenue on the north through the City of Seaside connecting to the City of Monterey to the south. The intersections at Fremont Avenue, Playa Avenue, and Tioga Avenue in the vicinity of Sand City are signalized. Fremont Avenue is a 4-lane facility through the City of Seaside, connecting to State Route 1 and State Route 218 and continuing south into the City of Monterey.

Collectors: California Avenue is a 2-lane collector extending from Contra Costa Street at the south end and continuing north to the Fremont Avenue/State Route 1 interchange. A portion of this route passes through the parking lot of the Sand Dollar Shopping

Center. Tioga Avenue is a 2-lane collector running from the beach to Del Monte Boulevard over State Route 1.



Playa Avenue

Sand Dunes Drive is a 2-lane collector running parallel to and west of State Route 1 from Humboldt Avenue/State Route 218 at the south end to Tioga Avenue. A short segment is also located at the Fremont Avenue/State Route 1 interchange. Playa Avenue is a 2-lane collector extending from the Sand Dollar Shopping Center in Sand City past Fremont Avenue to Grand Street in the City of Seaside. Contra Costa Street is a 2-lane collector extending from Del Monte Boulevard to California Street.

Recent improvements to Tioga and Playa Avenues, in conjunction with adjacent commercial development, have brought these streets to excellent condition. Contra Costa Street was also recently improved, including the installation of street tree planting in "bulb-outs" along the curbs. California Avenue is in fairly good condition, but a section adjacent to the Union Pacific right-of-way is not fully improved to urban standards, including curb, gutter, and sidewalk. Most of the local streets, which are concentrated within the "Old Town" area, are in fair to poor condition, with random sections not fully improved to urban standards. Sections of several streets have been resurfaced, along with other right-of-way improvements.

Sand City has several undeveloped "paper streets", especially in the East Dunes area, that are frequently utilized by fronting businesses for storage or other private uses. The abandonment of unnecessary paper streets and the development of a comprehensive circulation plan for the East Dunes district will be key components of the specific plan that will be prepared to facilitate residential development within that district.

Minor modification to the existing circulation system within the Old Town district are also recommended. One proposed modification is the creation of a cul-de-sac or other street termination improvement at the intersection of Hickory Street and Diaz Avenue to create a more residentially compatible neighborhood at that location. Another proposed modification is the extension of Ortiz Avenue to form a connection between Ortiz and Orange Avenues. The resulting connection will provide improved vehicular access within the project area.

Sand Dune Drive

Within Sand City, Sand Dunes Drive functions as a two-lane north-south collector street on the west side of State Route 1 between Humboldt Street near the southern boundary of the city limits and Tioga Avenue, providing access along the east side of the South of Tioga Coastal district. There is a short segment of Sand Dunes Drive in the Fremont Boulevard interchange area which extends south from California Avenue along the alignment of the southbound onramp. The extension of Sand Dunes Drive from the north side of Tioga Avenue to the Fremont Street/State Route 1 interchange was originally envisioned by the City. However, current plans indicate that the Sand Dunes Drive extension will be limited to incorporating it into the circulation plans of coastal development on the "Sterling" and "McDonald" sites, and then terminated.

Connections Between Old Town and the Destination Commercial District

One of the biggest transportation constraints within the eastern half of the city is the lack of through streets connecting the Destination Commercial district to the South of Tioga and Old Town districts. The extension of California Avenue along the east side of the Sand Dollar Shopping Center is considered the most feasible option to provide the desired connection. The existing Metz Road will continue to serve as a service road for the Sand Dollar Shopping Center. It also provides a bicycle trail link and serves as a pedestrian link to the coast via Playa Avenue.

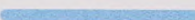
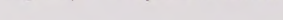
Improved Coastal Linkages

Sand City has the benefit of a lengthy coastal frontage (1.5 miles) within its city limits. However, there is currently extremely limited pedestrian and vehicular access to the coast.

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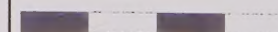
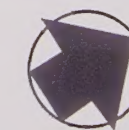
FIGURE 3-1
CIRCULATION DIAGRAM

LEGEND:

-  Proposed Cul-de-Sac
-  Proposed 2-Lane Streets
-  Proposed Pedestrian Crossing
-  Facility to be Removed
-  Collectors (Major)
-  Collectors (Minor)
-  All other undesignated streets or segments.
-  Freeway
-  Highway 1 (Proposed 6 Lanes)



PMC



Tioga Avenue currently provides the only direct motor vehicle access between the eastern portion of the city and coastal areas via an overpass that crosses State Route 1. An existing freeway undercrossing is located west of the current terminus of Playa Avenue. However, the extension of Playa Avenue will be necessary to complete the connection.

In order to create a more inviting atmosphere and to encourage expanded use of this connection, increased pedestrian pathways with significant landscaping and amenities such as benches, lights, and trash receptacles need to be added. These enhanced connections could also add considerable value and Redevelopment Agency tax increment to nearby residential and commercial properties.

As described within the Land Use Element, attractive family-oriented residential development is envisioned within the East Dunes district and in the old Town district as it is transformed from a heavy industrial to a light manufacturing/commercial/residential mixed-use character. It is also anticipated that much of the South of Tioga Coastal district will be developed with habitat restoration and/or state park facilities. The development of pedestrian, bicycle and/or vehicular linkages between the East Dunes, Old Town, and South of Tioga Coastal districts is considered an essential urban design component that



Entrance

will complement desired land use transitions and redevelopment being fostered within the southeast portion of the city.

Opportunities for New Entrances Into Sand City

Primary entrances into the portion of Sand City located east of State Route 1 are currently limited to Contra Costa Street, Playa Avenue, and Tioga Avenue. As part of future "borderland" discussions with the City of Seaside, the City may explore the feasibility of improving the existing south entrance into Sand City from Canyon Del Rey Road through the K-Mart shopping center in Seaside. The existing parking aisle, although curvilinear, is well situated to provide a main entrance connecting to Catalina Avenue. Significant capital improvement funding would be required to fully landscape this entrance, but the project would provide benefits to both communities by beautifying the existing commercial center parking lot and providing an attractive new entrance into Sand City.

In addition to the new entrance proposed above, Figure 3-2, *Gateway Signs Location Map*, identifies the location of gateway treatments and landscaped areas that have or will be constructed at major entrance points into the city.

Truck Routes

There are no designated truck routes within Sand City. Commercial trucks utilize the city streets that most conveniently take them to their destinations.



Route 1, because it is a major roadway in the Monterey Peninsula, is used frequently by truck traffic.

Level of Service Definitions

Traffic conditions on roads and streets within the city limits are characterized by Level of Service (LOS). LOS is a method of describing existing and/or projected driving conditions. LOS can be expressed

as a quantitative measure and as a quantitative experience. The quantitative description focuses on how long drivers may have to wait to get through an intersection or the speed at which they can travel on a street. Traffic engineers use quantitative measures of LOS to help them design or reconstruct a street or intersection. The quantitative measure focuses on how drivers perceive their driving experience. Perception of traffic conditions is often influenced by expectation. People expect and occasionally accept heavy traffic, but will not accept a continuous network of delays or delays throughout the day. They also expect and tolerate more traffic delay in high-activity areas, such as a lively downtown, than they will accept on neighborhood streets.

As noted in Table 3-1, each LOS is assigned a letter ranging from A to F. At LOS A, vehicles experience a wait at intersections of less than five seconds and are unrestricted in speed along arterials. At LOS F, the opposite situation occurs – traffic experiences delays of more than 60 seconds at intersections and movement on arterials is “stop-and-go.” The quantitative measure of LOS can be roughly equated with drivers’ perception of driving conditions. Drivers may experience LOS A through D as “free flowing” to “easily understandable delay.” Conditions of LOS E and F are usually less acceptable.

Quantitative measures of LOS are useful aids to understanding the community and helping identify potential problems with street design and impacts of land use. However, LOS ranges are theoretical. When used as a factor in determining land use capacity, they must be tempered by judgment and interpretation. Minor adjustments in signal timing, turning-land provision, points of access from adjoining property, and other modifications can improve the actual operation of the intersection. Given all the variables, intersections often work better than the LOS would predict. In such cases, more detailed evaluation of driving behavior and intersection design are needed.

Existing Traffic Volumes and Levels of Service

Vehicular traffic volumes are most often expressed in terms of average daily traffic, or ADT, which is the average number of daily vehicles passing a given point on a roadway each day. In evaluating roadway operational conditions, “Level of Service” (LOS) A through F are applied, with LOS A indicating very good operating conditions and LOS F indicating poor conditions. (More complete definitions of level of service are contained in Table 3-1, on page 3-9.)

In the policy section of the Sand City General Plan, LOS D has been established as the minimum desirable level of service standard for non-freeway roadway segments located within the community. A significant impact on transportation and circulation would occur if buildout in accordance with the land uses recommended by the General Plan would result in the reduction of a level of service below that threshold.

The existing traffic conditions were evaluated to develop a base line or beginning point for understanding the street and highway network and evaluating future traffic impacts. This analysis was completed for all state highways, selected arterials, and collector streets. The analysis focused on three specific issues: street capacity, classified system pattern, and connectivity. The evaluation of street capacity was the central focus of the analysis. A street or highway’s capacity is affected by a number of factors. The number of lanes, the location and spacing of intersections, the type of traffic control devices used (stop signs, traffic signals, etc.), the traffic signal timing plan, the use of on-street parking, the percentage of trucks, and the number and location of adjacent driveways all have an effect on the carrying capacity of a particular segment of street or highway.

Existing (1998) ADT volumes for the street network serving the planning area were obtained from traffic count data collected by ATE in June of 1998 and the California State Department of Transportation (CalTrans).¹ The A.M. and P.M. Peak Hour Volumes are illustrated on Table 2. The ADT volumes are illustrated on Figure 3 and the analysis procedures described in the introduction to this section, the levels of service were determined for the study area street segments. Table 1 displays the ADT volumes and corresponding levels of service for the study area street segments serving the Sand City planning area.

The data presented in Table 1 indicate that the segment of State Route 1 north of State Route 218 operates at LOS D. (This segment is the subject of a Project Study Report). The level of service along the state facility is due to regional traffic and therefore is a regional congestion issue to be addressed in the Monterey County Regional Transportation Plan. The balance of the study street segments operate at LOS A.

¹ 1998 Traffic Volumes on California State Highways; CalTrans, June 1999.

Level of Service Descriptions		
Service Level Category	Description of Traffic Conditions	
	Signalized Intersections (Average Length of Wait ¹)	Arterials (Average Speed ²)
LOS A (Free Flowing)	Most vehicles do not have to stop. On the average, each driver waits less than 5 seconds to get through intersection.	Vehicles can maneuver completely unimpeded and without restrictions on speed caused by other cars and delays at intersections.
LOS B (Minimal Delays)	Some vehicles have to stop, although waits are not bothersome. Average wait at intersections is 5 to 15 seconds.	Drivers feel somewhat restricted within traffic stream and slightly delayed at intersections. Average speed is about 70 percent of free flow.
LOS C (Acceptable Delays)	Significant number of vehicles have to stop because of steady, high traffic volume. Still, many pass through without stopping. On the average, vehicles have to wait 15 to 25 seconds to get through intersection.	Traffic still stable, but drivers may feel restricted in their ability to change lanes. They begin to feel the tension of traffic. Delays at intersections contribute to lower average speeds – about 50 percent of free flow.
LOS D (Tolerable Delays)	Many vehicles have to stop. Drivers are aware of heavier traffic. Cars may have to wait through more than one red light. Queues begin to form, often on more than one approach. On the average, vehicle wait is 25 to 40 seconds.	High traffic volumes and delays at intersections reduce average travel speeds to 40 percent of free flow. Drivers are aware of slower pace of traffic.
LOS E (Significant Delays)	Cars may have to wait through more than one red light. Long queues form, sometimes on several approaches. Average waits of 40 to 60 seconds.	High traffic volume and many signalized intersections with long queues reduce average travel speed to one-third of free flow.
LOS F (Excessive Delays)	Intersection is jammed. Many cars have to wait through more than one red light, or more than 60 seconds. Traffic may back up into “up-stream” intersections. Generally caused by obstruction or irregular occurrence (e.g., signal preemption for a train). This condition often viewed as “gridlock”.	Travel is “stop and go” – one-third or one-fourth of free flow. Usually caused by a “down-stream” obstruction, such as lanes reduced from 4 to 3, a stalled car, or signal preemption for a train.
1 “Average Wait” is a measure of traffic conditions at intersections. It is an estimate of the average delay for all vehicles entering the intersection in a defined period of time (e.g., the evening peak hour). It is expressed as a range rather than a single value. Some drivers will actually wait more or less time than indicated by the range. 2 “Average speed” is a measure of traffic conditions on arterials. It is based on the total time it takes to travel a certain distance, including the time spent waiting at intersections. It is determined more by traffic volume and conditions at intersections than by the legal speed limit.		

Table 3-1. Traffic Levels of Service for Signalized Intersections and Streets

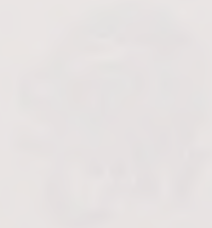
SAND CITY
GENERAL PLAN
2002 - 2017

CHAPTER 1
GENERAL PLAN

1.1 INTRODUCTION

- A. Purpose and Scope
- B. Background

1.2 LAND USE

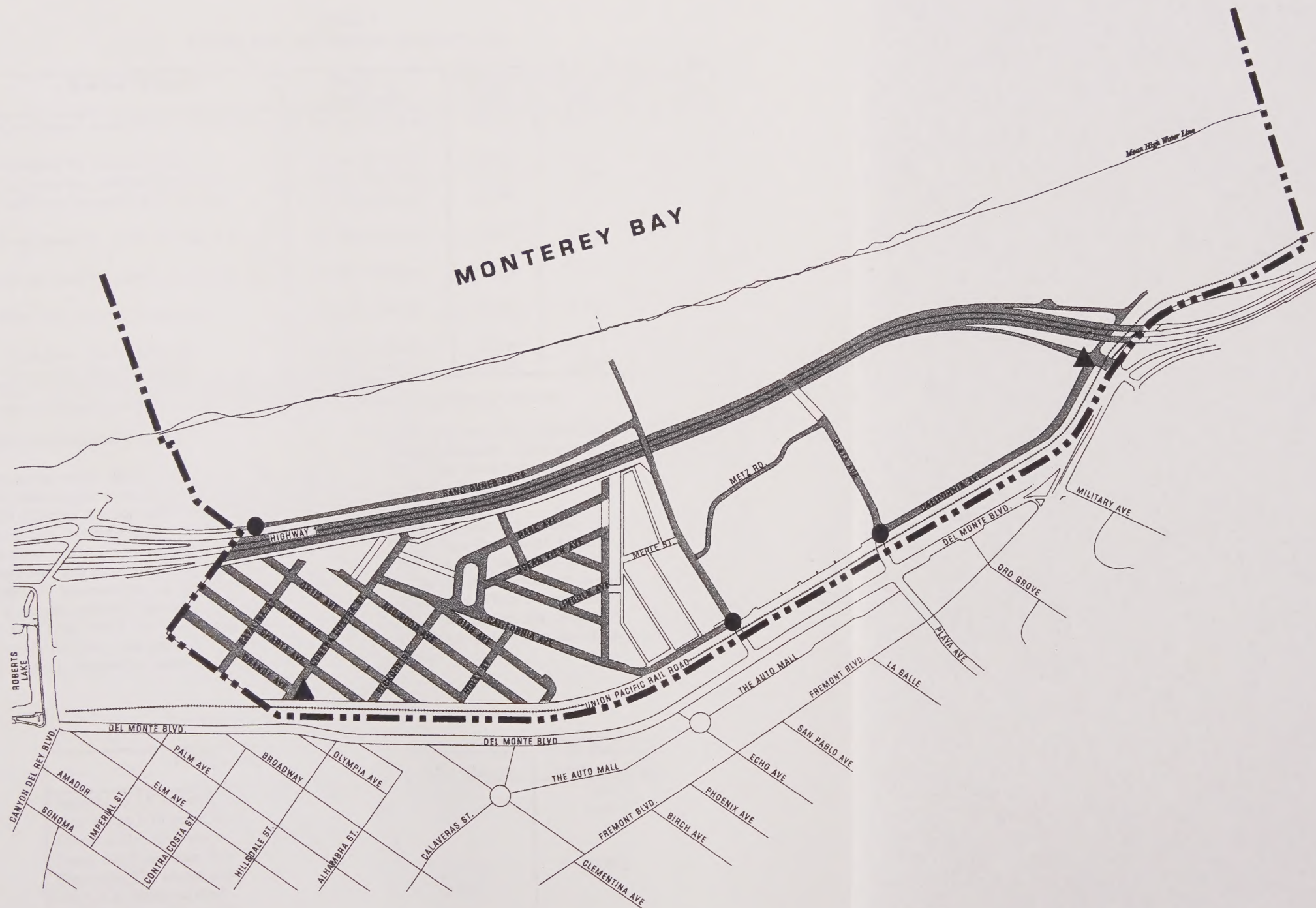


SAND CITY GENERAL PLAN 2002 - 2017

FIGURE 3-2
GATEWAY SIGNS LOCATION MAP

LEGEND:

-  Large Gateway Signs
-  Small Gateway Signs



PMC

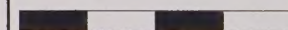
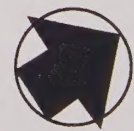


Table 1
Existing Sand City Roadway Levels of Service

Roadway Segment	Roadway Classification	Capacity (ADT)	Existing ADT	Existing LOS
State Route 1, north of State Route 218	4- to 6-Lane Freeway	80,000	70,000	LOS D
California St., north of Playa Ave.	2-Lane Collector	18,000	6,600	LOS A
California St., north of Tioga Ave.	2-Lane Collector	18,000	8,800	LOS A
California St., south of Tioga Ave.	2-Lane Collector	18,000	2,700	LOS A
Sand Dunes Dr., south of Tioga Ave.	2-Lane Collector	18,000	3,700	LOS A
Contra Costa St., south of California St.	2-Lane Collector	18,000	4,400	LOS A
Playa Ave., west of California St.	2-Lane Collector	18,000	10,000	LOS A
Tioga Ave., west of Metz Rd.	2-Lane Collector	18,000	3,200	LOS A
Tioga Ave., east of Metz Rd.	2-Lane Collector	18,000	2,800	LOS A

Source: Associated Transportation Engineers, *Traffic Counts*, June 1998.

California Department of Transportation, *1998 Traffic Volumes on California State Highways*, June 1999.

Existing Intersection Operations

There is one traffic signal in Sand City. It is located at the State Route 1 northbound off-ramp-Monterey Road/California Avenue intersection. The rest of the intersections within Sand City are Stop sign controlled. There are a number of signalized intersections that serve Sand City that are in the City of Seaside. Intersections are locations where traffic flows become restricted, especially during peak travel periods. The level of service grading system previously discussed for roadway operations is also used in rating intersection operations (with LOS A

indicating very good conditions and LOS indicating poor conditions). Table 2 lists the existing A.M. and P.M. Peak Hour level of service for the intersections in the Sand City study area.

There are four intersections that operate at an LOS worse than the desired LOS D during one or both peak hour periods. They are Fremont Boulevard/Del Monte Boulevard/Military Avenue, Playa Avenue/Metz Road, Playa Avenue/California Avenue, and Playa Avenue/Fremont Boulevard. The balance of the intersections within the city operate at LOS C or better.

Table 2
Existing Intersection Levels of Service within Sand City

Intersection	A.M. Peak Hour Level of Service	P.M. Peak Hour Level of Service
State Route 1/California Ave.	LOS C	LOS B
State Route 1/Fremont Blvd.	LOS C	LOS C
Fremont Blvd./Del Monte Blvd./Military Ave.		
Playa Ave./California Ave.		
Playa Ave./Del Monte Blvd.	LOS B	LOS B
Playa Ave./Fremont Blvd.	LOS C	
Tioga Ave./Sand Dunes Dr.		
Tioga Ave./Metz Rd.		
Tioga Ave./California St.		
Tioga Ave./Del Monte Blvd.	LOS B	LOS B
Contra Costa St./California St.		LOS B
Contra Costa St./Del Monte Blvd.	LOS B	LOS B

Source: Associated Transportation Engineers, August 1997.

Existing Street Pattern

State Route 1 and State Route 218 provide for intra-city as well as some intrastate travel. Sand City's access to State Route 1 is via the interchanges at Canyon Del Rey Boulevard (State Route 218) and the Ord interchange (California Avenue/Fremont Boulevard). State Route 1 and the Union Pacific Railroad tracks have created a disjointed street pattern within the community. The Union Pacific Railroad track-at-grade crossings have caused traffic to concentrate at the intersections of Del Monte Boulevard/Tioga Avenue and Del Monte Boulevard/Playa Avenue.

Traffic entering Sand City from the south and east is limited to Contra Costa Street, Tioga Avenue, and Playa Avenue via Del Monte Boulevard. California Avenue serves as a gateway for traffic entering from the north. Throughout Sand City, there are limited east/west connections to the ocean front area. This will place additional future trips on Tioga Avenue and Canyon Del Rey Boulevard. These streets will have to handle all the westbound traffic wishing to access western Sand City.

One of the connectivity issues associated with the existing city street system is the fact that a section of California Avenue between Tioga Avenue and Playa Avenue runs through the Sand Dollar Shopping Center. This discontinuity in this collector causes traffic wishing to travel north or south to go through the Sand Dollar Shopping Center or to use either Metz Road or Del Monte Boulevard.

Another issue is that there is no convenient route from Catalina Street area to Canyon Del Rey Boulevard. There is a route that has some potential for solving this issue by routing an extension of Catalina Street through the K-Mart parking area in Seaside.

This circulation element is being planned for the horizon years of 2015 – 2020. While the direction and pace that the city will grow between the present time and 2020 is unclear, it is useful to make an estimate of population and employment growth to the horizon year for traffic generation and other planning purposes. The forecast can also help to establish the program of public improvements that will be needed in the future.

This section of the circulation element describes the scenario used in developing the circulation element. Land use, population, and employment forecasts have

been developed for this scenario and traffic projections were made. The product of this technical analysis is an estimate of the LOS for the streets and intersections for the land use included in the General Plan. Based on this estimate, future street and highway improvements needed to maintain the City's desired level of service on the streets and at the intersections were identified.

Land Use, Population and Employment

The socio-economic data base for the planning horizon was provided by PMC and City staff based on the current General Plan. The population and employment estimates were assigned to zones based on the designations identified in the Sand City General Plan. Infilling of vacant land and increased densities within the existing urban core were analyzed. These assignments were based on the best available information on future development patterns.

The traffic projections for the proposed General Plan Update were based on developing General Plan policy as directed by the City Council, the population projection of approximately 1,295, and an employment projection of approximately 11,454. Trip generation estimates for the land uses within the proposed General Plan Update area were estimated based on land use data provided by the City. The data included the buildout capacity of the residential and commercial land uses outlined. The traffic effects of the General Plan Update were compared to the effects of the buildout based on the current Sand City General Plan. Standard traffic generation rates contained in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*² were applied to these land uses to derive trip generation estimates. Table 3 shows the resulting trip generation estimates for current and proposed General Plan scenarios.

The data presented in Table 3 indicate that the proposed General Plan Update will reduce the potential traffic by 232,269 ADT, 5,737 A.M., and 20,336 P.M. peak hour trips. The proposed General Plan would generate approximately 399,149 ADT, 9,754 A.M. peak hour trips and 34,799 P.M. peak hour trips. Therefore the proposed General Plan Update will reduce the traffic effects on Sand City's and Seaside's circulation systems when compared with the effects of the current General Plan.

² Trip Generation Manual; Institute of Transportation Engineers, 6th Edition.

Table 3
Proposed Sand City General Plan – Trip Generation

New Land Use	Trip Generation		
	ADT	A.M. Peak Hour	P.M. Peak Hour
<u>Proposed General Plan Update</u>			
Residential: Dwelling Units (587 dwellings)	3,440	258	317
Non-Residential: Commercial/Industrial (9,220,000 sq. ft.)	395,709	9,496	34,482
Proposed General Plan-Trip Generation	399,149	9,754	34,799
<u>Current General Plan</u>			
Residential: Multi-Family (649 dwellings)	6,211	487	655
Non-Residential: Commercial/Industrial (14,567,000 sq. ft.)	625,207	15,004	54,480
Current General Plan-Trip Generation	631,418	15,491	55,135
Net Trip Generation	-232,269	-5,737	-20,336

General Plan Traffic Volumes – with State Route 1 Project Study Report Projects

The PSR Project encompasses State Route 1 from State Route 218 (Canyon Del Rey Boulevard) to the Fort Ord main entrance. The analysis addressed the traffic projections on State Route 1 and at the Ord interchange. The recommended project includes several components. One component is extending three lanes in each direction from north of the Ord interchange to south of Canyon Del Rey Boulevard. Another component is the construction of a new interchange approximately midway between the Ord interchange and the Fort Ord main entrance. In addition, the modification of the Ord interchange, Fremont Boulevard and Del Monte Avenue by closing Del Monte Avenue at Fremont Street,

changing the Monterey Road connection to Fremont Boulevard from the present location to a point near Military Avenue and the elimination of the northbound left-turn from Fremont Boulevard to Monterey Road is proposed.

The average daily traffic volume forecasts and the roadway levels of service for the locations affected by the PSR Project were calculated. The volumes projected in the PSR traffic section along with the General Plan buildout were utilized in the development of the traffic projections for this scenario. The results of this analysis are presented in Table 4. Table 5 illustrates the A.M., P.M. and ADT buildout traffic volumes for the area affected by the PSR Project.

Table 4
Proposed Sand City General Plan Buildout Roadway LOS with PSR

Roadway Segment	Classification	Capacity	ADT	LOS
State Route 1, north of State Route 218	6-Lane Freeway	120,000	100,000	C
California St., north of Playa Ave.	2-Lane Collector	18,000	9,800	A
California St., north of Tioga Ave.	2-Lane Collector	18,000	12,300	B
California St., south of Tioga Ave.	2-Lane Collector	18,000	3,800	A
Sand Dunes Dr., south of Tioga Ave.	2-Lane Collector	18,000	5,200	A
Contra Costa St., south of California St.	2-Lane Collector	18,000	6,100	A
Playa Ave., west of California St.	2-Lane Collector	18,000	14,000	C
Tioga Ave., west of Metz Rd.	2-Lane Collector	18,000	4,400	A
Tioga Ave., east of Metz Rd.	2-Lane Collector	18,000	3,900	A

Intersections

The affect of the PSR Project on the local street system was evaluated using the forecasted 2020 traffic volumes illustrated in Tables 4 and 5. The intersection levels of service were calculated assuming the improvements that would be needed to attain the desired LOS for the General Plan without the PSR Project.

As shown in Table 5, the Playa Avenue/Del Monte Avenue, Playa Avenue/California Avenue, Playa Avenue/Fremont Boulevard, and California Avenue/Edgewater Center Drive intersections are forecast to operate at LOS E or F during one or both peak hour periods.

Table 5
Proposed Sand City General Plan Buildout Intersection LOS with PSR Here.

Intersection	A.M. Peak Hour Level of Service	P.M. Peak Hour Level of Service
State Route 1/California Ave.	C	B
State Route 1/Fremont Blvd.	A	A
Playa Ave./California Ave.	A	E
Playa Ave./Del Monte Blvd.	F	F
Playa Ave./Fremont Blvd.	F	F
California Ave./Edgewater Center Dr.	B	F

GOAL 3.1

Enhance and maintain the Sand City street and highway system to promote the safe and efficient movement of vehicles throughout the city.

Policies

- 3.1.1 Maintain a minimum level of service of LOS D for all non-freeway streets within the city during peak hours, or as indicated within the Congestion Management Plan of the Transportation Agency of Monterey County (TAMC).
- 3.1.2 Streets that experience or are forecasted to experience a level of service worse than LOS D shall have priority for improvements.
- 3.1.3 Coordinate with TAMC to ensure that improvements to State Route 1 and the local transportation system recommended in the *Final Project Study Report for the Route 1 Corridor from Highway 218 to the Fort Ord Main Entrance*, are placed within the Regional Transportation Plan (RTP) and the State Transportation Improvement Program (STIP).
- 3.1.4 Plan for and develop a better connection between Old Town, South of Tioga, and Destination Commercial districts.
- 3.1.5 Pursue the development of a new vehicular and/or pedestrian linkage between the Old Town and South of Tioga Coastal districts, as well as pedestrian and aesthetic enhancements to existing coastal linkages at the Tioga Avenue overcrossing and Playa Avenue underpass.
- 3.1.6 Review all "paper streets" as a prelude to use or abandonment. Decisions to construct or abandon "paper streets" shall be consistent with the land use plan.
- 3.1.7 Work with the City of Seaside and affected property owners to facilitate the improvement of the existing southern entrance into Sand City from Canyon Del Rey Road if feasible.
- 3.1.8 Ensure that all regional truck routes affecting Sand City are well-signed and maintained.

Implementation Programs

- 3.1.a Update the Capital Improvement Program to prioritize, schedule, and identify funding for improvements proposed within the Circulation Diagram.
- 3.1.b Consider implementation of alternative and innovative transportation financing methods, such as transportation impact fees, parking revenues, transient occupancy taxes, assessment districts, and other funding sources. Use of the City's building development fee shall continue.

GOAL 3.2

Ensure that the development and maintenance of the street system in Sand City is consistent with the land use policy and other community goals.

Policies

- 3.2.1 Coordinate land use planning with transportation planning to mitigate the traffic impacts of new development.
- 3.2.2 Incorporate aesthetic considerations and landscaping as part of facility design. Where major road improvements are constructed, landscaping should be included to reduce negative visual and environmental effects.
- 3.2.3 Require that future street construction within the East Dunes district conforms to the land use policy and design standards contained in the specific plan for that area.
- 3.2.4 Where opportunities exist within the Old Town district, the City will attempt, on a case-by-case basis, usually in conjunction with a larger capital improvement project, to include public spaces for pedestrians, employees, and shoppers to rest and gather for informal social contact.
- 3.2.5 All streets, pedestrian paths and bike paths should be part of a fully-connected system of interesting routes to all city destinations. The design of these routes should encourage pedestrian and bicycle use and should be defined by landscaping and energy-efficient lighting.

REGIONAL TRANSPORTATION PLANNING AND CONGESTION MANAGEMENT

Regional planning is a key element in dealing with traffic congestion and air pollution that results from vehicle commuting. The Transportation Agency for Monterey County (TAMC) is responsible for coordination with local agencies within the County and preparation of the Monterey County Regional Transportation Plan (RTP) which includes the Monterey County Congestion Management Plan (CMP)

The purpose of the Regional Transportation Plan is to provide policy guidance, plans, and programs for the next twenty years to attain a balanced comprehensive, multimodal transportation system in Monterey County. The congestion Management Plan is a seven-year short-range action element that discusses programs being implemented to reduce traffic congestion including transportation demand management programs.

The Association of Monterey Bay Area Governments (AMBAG) is a voluntary association and council of governments formed by the cities and counties within Monterey and Santa Cruz Counties. AMBAG shares responsibility for regional air quality planning within the Monterey Bay Unified Air Pollution Control District and is also responsible for the preparation and updating of land use and socioeconomic forecasts. Additional responsibilities include the development and maintenance of the AMBAG and Peninsula Transportation Analysis Model regional land use and travel demand forecasting models. AMBAG as the designated Metropolitan Planning Organization (MPO), must prepare and periodically update a long range transportation plan, known as the Metropolitan Transportation Plan (MTP) for the Monterey metropolitan region. The MTP is the principal federal planning document for the roadways, transit, multimodal, and intermodal facilities and services that together constitute the Monterey Bay region's transportation system. In order for transportation agencies within the AMBAG region to receive Federal capital or operating assistance, their programs and projects must be part of the metropolitan planning process.

GOAL 3.3

Promote interagency and regional coordination with regard to transportation planning and participate in the planning process.

Policies

- 3.3.1 Participate in multi-jurisdictional efforts to plan, upgrade, and expand the regional road network.
- 3.3.2 Encourage the Transportation Agency for Monterey County to work with the AMBAG and the Monterey Bay Unified Air Pollution Control District to ensure consistency of data bases and modeling for transportation and air quality planning.
- 3.3.3 Support the completion of projects listed in local and regional transportation plans.

GOAL 3.4

Reduce traffic congestion by the integrated use of alternative transportation modes and encourage use of same.

Policies

- 3.4.1 Provide for a balance of land uses including housing and job-creating uses within the community to reduce trips and trip lengths and to encourage alternative transportation modes.
- 3.4.2 Pursue public transit, ride sharing, carpooling, bicycle and pedestrian access, park-and-ride facilities, and other transportation demand management strategies as preferred alternatives over transportation construction projects where feasible. Bicycle and pedestrian facilities should be provided as part of construction of, or improvements to, all major roadways where feasible.
- 3.4.3 Design new recreational and visitor-oriented development to encourage visitor use of alternative modes of transportation.

TRANSIT SERVICES AND FACILITIES

Bus service in the Sand City area is provided by Monterey-Salinas Transit (MST). MST operates 58 buses that run on 28 routes throughout northern Monterey County. Cities on the Monterey Peninsula served by MST include Carmel, Del Rey Oaks, Marina, Monterey, Pacific Grove and Seaside as well as Sand City. Two of MST's routes make stops at the Edgewater Shopping Center. In 1998, the City of Sand City contributed \$79,000 to MST to ensure

continued service to the shopping centers. However, no other bus service to Sand City is provided by MST. Service levels within the MST system as a whole are not anticipated to increase due to a shortage of new operating funds. Until a new source of local transportation funds is obtained, no major service expansions are envisioned.



Bus stop at City Hall

In Monterey County, the RIDES program is the supplier of public para-transit services for persons with disabilities or the elderly. RIDES provides transportation on an appointment basis for people unable to ride MST. RIDES functions as the complementary provider of MST para-transit service, thus meeting the requirements of the Americans with Disabilities Act (ADA).

Intercity bus service is also provided in Monterey County by Greyhound Bus Lines. Greyhound operates on several routes in the county, including State Route 1. Greyhound provides daily service from Monterey. It also serves Fort Ord and makes "flag" stops in Marina and Seaside. No direct service is provided to Sand City.

As Sand City continues to grow, it may be beneficial to consider the development of a park and ride facility within the city. The California Avenue/Union Pacific right-of-way at Tioga Avenue provides an excellent opportunity for a parking lot with 60 spaces or more. Such a facility would create additional parking opportunities for employees of Old Town.

GOAL 3.5

Promote the use of transit at an equitable cost and promote para-transit services in Sand City.

Policies

- 3.5.1 Continue to work with Monterey-Salinas Transit to ensure that adequate access to transit service is provided within the city at a reasonable cost.
- 3.5.2 Explore feasibility of developing a park and ride facility at California Avenue and the Union Pacific Railroad right-of-way south of Tioga Avenue.

Implementation Programs

- 3.5.a. Provide reasonable funding, that acknowledges the City's small size, to Monterey-Salinas Transit to ensure that transit service remains available within Sand City.
- 3.5.b. Consider the need for additional transit stops and related facilities in conjunction with new development or redevelopment projects on California Avenue.
- 3.5.c. Work with Monterey-Salinas Transit or other appropriate entities to determine the desirability and potential funding sources for construction of a park and ride facility within Sand City.

PARKING

Because of the high percentage of commercial and industrial uses within the City, parking is an issue of growing concern. In response to this concern, the City prepared a study entitled *The City of Sand City Parking and Urban Design Study* in 1997 to address parking issues within the southeast portion of town.



Attractive On-street Parking

As discussed in the 1997 study, the majority of existing businesses and residences within the Old Town district were developed prior to the adoption of the City's parking code. As a result, many businesses either lack sufficient on-site parking facilities for their needs, or the location and arrangement of the parking is substandard. Because of these conditions, vehicles are typically double-parked in the right-of-ways, affecting access to many residences and loading dock areas. This leads to the creation of traffic hazards and contributes to the disorderly appearance of the streetscape in these areas.

Extensive curb cuts and the absence of sidewalks contribute to parking conflicts and, in some areas, result in portions of the travel lanes of public rights-of-way being utilized as parking and storage areas for businesses. Undeveloped "paper streets" located throughout the East Dunes area are also frequently utilized by fronting businesses for storage or other private use.

Parking availability is a key issue to resolve in the achievement of land use goals set for Old Town and the East Dunes. The *City of Sand City Parking and Urban Design Study* recommends a variety of short- and long-term actions programs designed to:

- Address current illegal parking and loading practices.
- Enhance and intensify current parking enforcement efforts.
- Improve awareness of acceptable times and locations for various types of permitted parking through increased signage.
- Direct modifications to current City codes to ensure that new development or reuse activities comply with desired parking and streetscape requirements.
- Direct implementation of General Plan land use and Zoning Ordinance modifications to facilitate a broader mix of land uses within the Old Town and East Dunes area.
- Support the development of additional off-street parking facilities on vacant or underutilized parcels.
- Encourage the completion of necessary road and streetscape improvements within existing substandard roadways.

GOAL 3.6

Improve the appearance and safety of streets within the southeast portion of the city through the implementation of a comprehensive parking plan.

Policies

- 3.6.1 Require that all new development (not necessarily redevelopment) provide adequate on-site parking facilities to accommodate projected parking demand.
- 3.6.2 Require the incorporation of new on-site parking facilities, the development of temporary or permanent parking facilities on nearby vacant/underutilized property, or the payment of parking "in lieu" fees toward the development of public parking facilities when land use intensification is proposed on existing sites with inadequate parking.
- 3.6.3 Plan and facilitate the development of public parking lots and/or structures within the southeast portion of the city by identifying appropriate locations for such facilities and pursuing their acquisition and development.
- 3.6.4 Consider and include the incorporation of on-street parking improvements (i.e. curbs, pavement markings, signage, etc.) as appropriate within City and/or developer initiated street improvement projects.
- 3.6.5 Consider the establishment of "Neighborhood Parking Zones" which are oriented toward specific geographical areas and short-term parking alternatives for existing businesses.
- 3.6.6 Develop and maintain effective enforcement strategies for City adopted parking regulations.

Implementation Programs

- 3.6.a. Amend the Zoning Ordinance as necessary to incorporate appropriate on-site parking requirements to meet contemporary parking demands generated by potential land uses.

- 3.6.i. Coordinate with the Police Chief in enforcing the new regulations, including working with offending businesses to identify options/solutions.

BICYCLE ROUTES



Coastal Bicycle Path

Bikeways are typically classified according to the following design standards established by Caltrans:

- **Class I – Bicycle Paths.** Bike paths that are separated from vehicle traffic, pedestrians and transit, and are primarily for the use of bicyclists.
- **Class II – Bicycle Lanes.** Bike lanes that provide cyclists exclusive to semi-exclusive use of the roadway, sharing facilities with motor vehicles and pedestrians. Bike lanes have identification signage, pavement stencils, striping and minimum width requirements.
- **Class III – Bicycle Routes.** Bike routes that are shared facilities, usually with motor vehicles, on streets where bicycle use is secondary. Bicycle Route signs are required to be placed periodically along the route and at changes of direction.

In addition to the standard bike facility classifications, the *Monterey County General Bikeways Plan* recommends a new design called a Modified Class III Bicycle Route. This design is a compromise between a Class II and a Class III bikeway, providing a shoulder stripe and a bike route sign.

The City has constructed a bicycle path along its coastline that connects Marina and the former Fort Ord to the Monterey Peninsula. This facility is part of a regional bike path extending from Castroville to Carmel. The Monterey County Regional Transportation Plan (RTP) identified the former gap on the Coastal Trail between Marina and Seaside as

one of the most significant gaps in the regional bikeway system in Monterey County. Class II and III bicycle routes within the City include Metz Road, Playa Avenue, California Avenue, Contra Costa Street, and Tioga Avenue. Figure 3-3, *Bikeways*, depicts the existing and proposed bikeway system in Sand City.

GOAL 3.7

Encourage the use of bicycling as an alternative mode of transportation.

Policies

- 3.7.1 Facilitate the coast-side completion of the remaining segment of the coastal bicycle trail connecting Marina to the Monterey Peninsula in conjunction with project approvals in the North of Tioga Coastal district.
- 3.7.2 Include bicycle and pedestrian facilities within any new connection between the southeast portion of the city and the South of Tioga Coastal district or improvement projects involving the Tioga Avenue overpass and Playa Avenue undercrossing.
- 3.7.3 A complete, integrated program for future rail, bike lanes, sidewalks and boardwalks, parking and shuttle service should be pursued by the City to connect all districts with the coastal area and to transport visitors to the beach.

Implementation Programs

- 3.7.a. Make improvements to roads, signs, and traffic signals as needed to improve bicycle travel and safety.
- 3.7.b. Require the installation of bicycle parking facilities in conjunction with major new commercial and industrial development or redevelopment projects.

PEDESTRIAN FACILITIES

According to the 1993 Monterey County Regional Transportation Plan prepared by the TAMC, walking to work was the third most popular way of commuting in Monterey County, after driving alone and carpooling. For all trips, including recreational, walking is an even more popular way to travel. Walking also composes part of the intermediary trips

3.6.b. Establish “in lieu” parking fees for proposed public parking facilities. These fees would be applied in instances where land use intensification is proposed on a developed parcel and existing parking facilities are not adequate to meet projected parking demands and the development of additional on-site parking is not feasible.

3.6.c. Consider the option for neighborhood parking permit zones within the community. Conduct a public workshop to discuss permit program options and to solicit preferences of community residents and businesses. Program variables include:

1. Hours and days during which parking restrictions apply.
2. Amount of time a non-permit vehicle may be parked in a permit zone.
3. The number of permits to be granted to residents and businesses.

3.6.d. Consider an ordinance which authorizes the City to establish “Neighborhood Parking Zones” subject to the following provisions:

1. A public meeting process shall be required prior to the establishment of a Permit Zone.
2. Require approval by more than 50% of affected residents, property owners, and business people attending the hearing prior to establishing the Permit Zone.
3. Parking allocations shall be tailored to the needs of each individual Permit Zone area.

3.6.e. When appropriate, work with business owners to develop employee parking areas on vacant parcels to reduce on-street parking congestion. Require the following implementation measures for temporary and/or permanent off-site employee parking areas:

1. Require that agreements be established between involved property owners when off-site vacant or underutilized land is used to develop private parking facilities.
2. Design lots to include designated ingress and egress points, and include

signs stating that the lots are for employee (permit) parking only.

3. Require that parking facilities on vacant or underutilized sites shall be accompanied by irrigation and fast growing tree plantings and vegetative screening.



Landscaping can make parking lots an attractive feature of a project

3.6.f. Modify parking enforcement procedures as follows:

1. Coordinate with the Police Chief to identify enforcement priorities.
2. Install signage to identify adopted parking regulations.
3. Send notices out to businesses documenting parking regulations and enforcement procedures.
4. Issue warning notices during an initial public education period.

3.6.g. Clearly designate the following parking and vehicular restrictions through signage, pavement striping and pavement symbols:

1. “Customer Parking” and “Employee Parking”
2. “Loading Zones” and “No Loading Zones”
3. “30 Minute Limit”

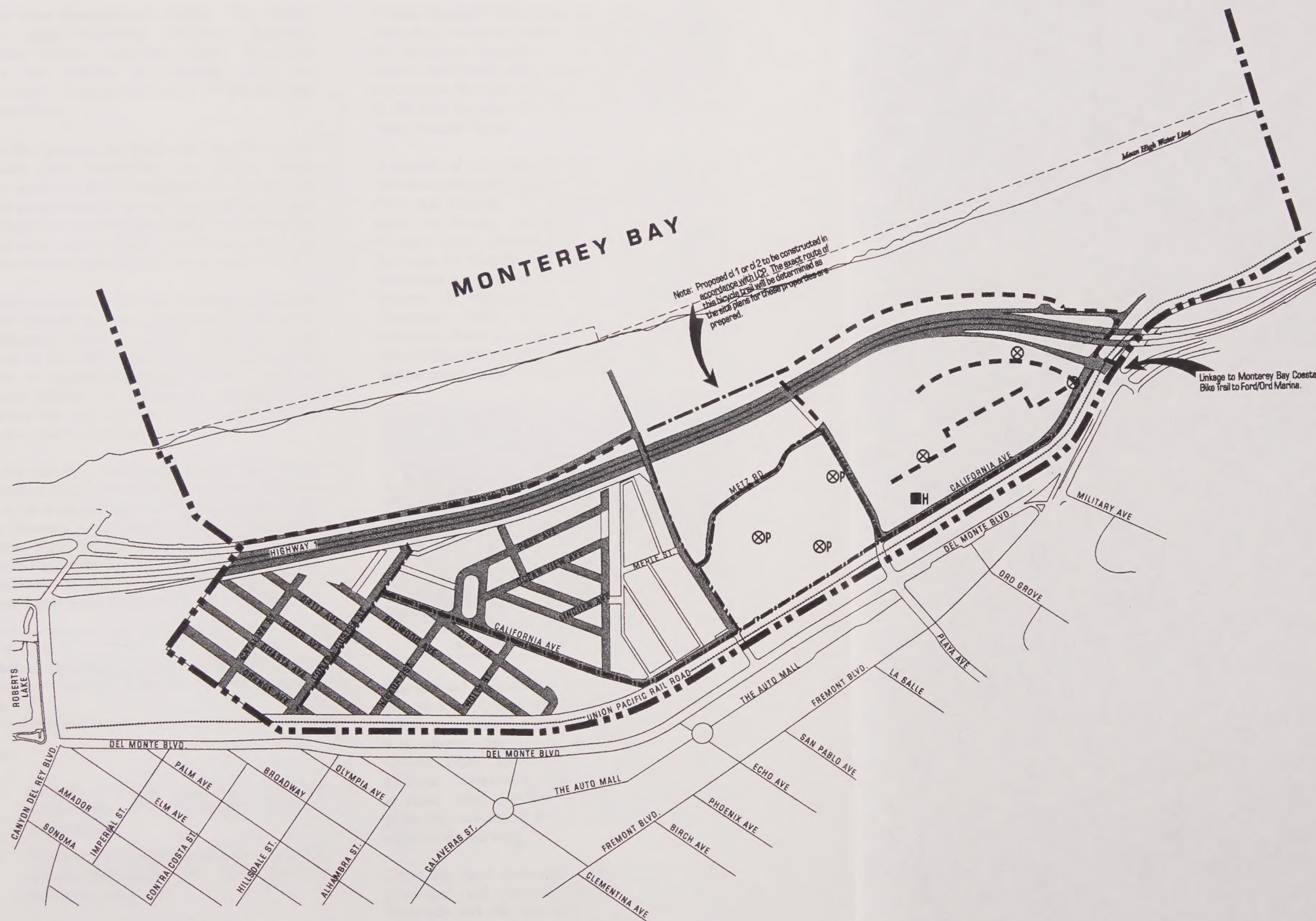
3.6.h. Amend City parking regulations, if necessary, to address specifically the placement of shipping/storage containers, inoperative vehicles and commercial vehicles within public rights-of-way.

SAND CITY GENERAL PLAN 2002 - 2017

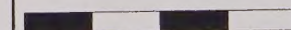
FIGURE 3-3
BIKEWAYS

LEGEND:

	City Limits
	Class I (Proposed)
	Class I (Existing)
	Class II (Bike Lane)
	Class III (Bike Route)
	Bike Racks
	Proposed Bike Racks
	Transit Stops
	H Transit Hub



PMC



between other transportation modes. The TAMC Bicycle and Pedestrian Facilities Advisory Committee reviews pedestrian issues. Pedestrian projects are eligible for funding from the Transportation Development Act's 2% Bicycle and Pedestrian Fund.

Part of the impetus for pedestrian projects is the Americans with Disabilities Act (ADA), which requires access to public transportation systems for disabled people equal to the service available to non-disabled people. In compliance with ADA, sidewalks and pathways accommodating pedestrians are being modified to provide for disabled person accessibility.

Given its compact size and the concentration of most of its exciting development, Sand City is well suited for pedestrian travel. Efforts to transform the character of the Old Town district will involve the creation of pedestrian-friendly streets. Specific strategies related to streetscape improvements throughout the city are discussed in further detail within the Land Use Element.

Vista Del Mar is a deteriorating street located within the South of Tioga Coastal district. This road is not likely to be re-established as a vehicular route in the future because of planned habitat restoration activities. However, a pedestrian promenade may be considered appropriate. Such an opportunity should be evaluated as part of the habitat conservation program that is being developed for the coastline.

GOAL 3.8

Maximize opportunities to incorporate attractive pedestrian oriented features throughout Sand City.

Policies

- 3.8.1 Integrate pedestrian facilities in all road improvement and construction projects; where feasible.
- 3.8.2 Consider the appropriateness and feasibility of converting portions of Vista Del Mar to a pedestrian promenade.

RAIL SERVICES AND FACILITIES

There is currently no direct passenger rail service to Sand City or to the Monterey Peninsula. The nearest passenger service is AMTRAK and its "Coast Starlight" line, a north-south route that runs from Vancouver, British Columbia to San Diego. The

"Coast Starlight" train stops at a station in Salinas once daily in each direction. MST bus lines connect the Monterey Peninsula to the Salinas AMTRAK depot. AMTRAK, along with Caltrans, also provides bus service from the Monterey Transit Plaza stations in the San Francisco Bay area on the "Capitol" and "San Joaquin" lines.

A branch of the Union Pacific Railroad, called the "Monterey Branch", extends from Castroville to Sand City and Seaside. This single-track branch, 19.6 miles in length, historically ran to Monterey's Cannery Row. However, the track now terminates just east of Canyon Del Rey within Seaside. A maximum train speed of only 20 mph is possible because of deteriorating track conditions. In December 1999, the Union Pacific Railroad Company filed a notice to initiate abandonment proceedings for the Monterey Branch line, as it has had no active usage for the past ten years.



Railroad service in Sand City

The railroad right-of-way stretches from the end of the track at Contra Costa Street in Monterey, a distance of about 2.5 miles. Much of this right-of-way contains the regional recreational trail, which stretches from Canyon Del Rey in Seaside to Camino El Estero in Monterey. The original tracks were left in place when the trail was constructed and are generally covered over by the asphalt trail and adjacent landscaping.

There has been continued interest in reestablishing passenger rail service between the Monterey Peninsula and the San Francisco Bay Area. Such service would both alleviate traffic congestion and provide long distance commuter service. A study conducted by Caltrans in 1993 explored three options for extending rail service to the Peninsula, including utilization of the existing Union Pacific line. A study prepared for TAMC in 1997 evaluated the condition of the right-of-way from Seaside to Monterey and

identified needed improvements for extending passenger service to Monterey. The proposed line includes a rail station at Canyon Del Rey in Seaside and a terminus in Monterey, possibly at Fisherman's Wharf. In December 1997, TAMC voted to designate service from San Francisco to Seaside via the Monterey Branch line as the new inter-city passenger rail service with which to begin in Monterey County.

This rail service could be started in several years, provided TAMC acquires the right-of-way from Union Pacific. While no stops would be made in Sand City itself, the city limits are very close to the proposed Seaside station. The Seaside station would provide an excellent opportunity for shuttle service to the anticipated Sand City coastal resorts.

The existing rail line also presents an opportunity to create a recreational trail in Sand City within the existing railroad right-of-way. Proposed rail service is likely to entail a maximum of 2 trains per day. According to discussions with the TAMC, a recreational trail could be installed within the 100-foot wide right-of-way. The trail would need to be at least 15 feet away from the track and include a secure but attractive fence. A trail approximately 12 feet wide on the Sand City side with fencing and native landscaping is envisioned. The trail would also have the benefit of connecting the regional bicycle path to the train station that is proposed within Seaside.

GOAL 3.9

Encourage the reestablishment of railroad service both as an alternative mode of transportation and as a stimulus to tourism.

Policies

- 3.9.1 Actively participate in the re-establishment of railroad service from San Francisco to Seaside, as proposed by the TAMC.
- 3.9.2 Pursue development of a recreational trail within the existing rail corridor through Sand City.
- 3.9.3 Extend Sand City shuttle service to the Seaside train depot as soon as resort development has been established.

Implementation Program

- 3.9.a Work with the Union Pacific Railroad and TAMC to facilitate the installation of the recreational trail envisioned by the City.

AIRPORT FACILITIES

There are no airports within Sand City. The nearest airport is the Monterey Peninsula Airport (MPA) located 1.5 miles southeast of Sand City. MPA has two runways, with the longest one at 7,600 feet. There is also a control tower and instrument landing capability. The 515-acre airport is a major regional airport, with commercial freight and passenger traffic and general aviation service. In 1993, five commercial airlines served MPA, carrying over 468,000 passengers and shipping approximately 105 tons of airfreight. Sand City is not within the defined clear zones or extended clear zones of the MPA. Clear zones are defined zones of safety concern based on runway approaches and takeoffs.

Another nearby airport is the Marina Municipal Airport, formerly the Fritzsche Army Airfield on the Fort Ord Military Reservation. This airport did not accommodate any of the larger military aircraft needed to support operations at Fort Ord; thus, such aircraft used the Monterey Peninsula Airport. Fritzsche Army Airfield was conveyed to the City of Marina in 1995.

PUBLIC FACILITIES

The remaining portion of this chapter will focus on public facilities that are essential to Sand City's economic development activities, vitality, redevelopment and long-term growth.

WATER SUPPLY, TREATMENT AND DISTRIBUTION

Sand City, along with all of the other cities located on the Monterey Peninsula and some adjacent parts of Monterey County, is a member of the



Monterey Peninsula Water Management District (MPWMD). The MPWMD is responsible for issuing water service permits for development located within the District's boundaries. Water supplied to the MPWMD is obtained from the Los Padres and San Clemente Reservoirs located on the Carmel River and

from wells in the Carmel Valley and Seaside aquifers. Domestic water service is provided by the

California American Water Company (Cal-Am), which operates and maintains the water system within the District.

In 1995, the California Water Resources Control Board (CWRCB) made a determination that Cal-Am had legal water rights to 3,376 acre-feet of water from the Carmel Valley aquifer (river). The determination was made that Cal-Am was taking 10,730 acre-feet from the Carmel River without the legal water rights. CWRCB Decision 95-10, with subsequent modifications, requires that any new sources of water entering the Cal-Am system be dedicated to replacing the 10,730 acre-feet being used by Cal-Am without legal water rights.

Due to the shortage of water on the Monterey Peninsula, the availability of water for new development is limited. This condition will continue until a long-term source of water is developed for the region or desalination plants are constructed. As of 2001, Sand City had essentially allocated all of its presently available water supply to specific development parcels.

To increase water supplies for planned future development, the City has initiated a program to investigate ways to augment its limited water supply. The primary option the Redevelopment Agency is investigating is the possibility of constructing a reverse osmosis desalination plant within the City limits. The plant could initially produce 300 acre-feet of potable water per year and would be expandable to 450 acre-feet of annual capacity.

Sand City would be the principal owner of the desalination facility in what is envisioned as a public-private partnership involving the City, the desalination plant manufacturer and possibly a primary contractor. The City may contract with a private company to operate the plant. Due to the requirements of Decision 95-10 to reduce the Cal-Am deficiency of 10,730 acre-feet, the CWRCB requires that any new water entering the Cal-Am system be applied to reducing the deficit. Therefore, any water produced by the Sand City desalination facility must be delivered through a system not owned by Cal-Am. It is Sand City's intention to separate its water treatment, distribution and storage facilities from the Cal-Am system. This may require Sand City to construct the water treatment facility, distribution system, piping to all new areas of development in Sand City, storage facilities for daily water use and fire protection system (1,000,000 gallons). It may also require the acquisition of the Cal-Am distribution facilities within Sand City.

The City has selected several possible locations for the water desalination facility, as shown in Figure 3-4, and it is evaluating the economics of the project. It has conducted meetings with MPWMD and the California Water Resources Control Board (CWRCB) to discuss the concept. Should the project prove to be economically viable, detailed plans and the necessary environmental documentation will be prepared.

The two primary purposes of the water distribution system within Sand City are to provide fire protection and a domestic water supply. According to the City's 1990 Facilities Plan, the water system constructed within Old Town was installed many years ago, often with substandard piping size. In recent years, sections of the inadequate water lines have been replaced with 8 inch and larger water lines. The Sand Dollar Commercial Center within the City's Destination Commercial District has water mains ranging from 8 to 16 inches in diameter. These lines were required to provide the high fire flows necessary to ensure adequate fire protection within the shopping center area. The 16-inch main along Playa Avenue has also been designed to provide service to the Edgewater Shopping Center. This main also provides a link through the Sand Dollar Commercial Center of a water distribution system that will eventually serve the North of Tioga Coastal district.

Development of the East Dunes area will require a looped water system with connections to the system in California Avenue via Sylvan Avenue and to Tioga Avenue via the future alignment of Merle Street. This system will require a grid of 8-inch water mains in the East Dunes area connecting between California Avenue and Tioga Avenue and a new 12-inch main in California Avenue. The Master Water Plan and Capital Improvement Program includes the eventual extension of a 12-inch main through the Old Town area.

Water lines serving the Old Town area includes a combination of 4 and 6-inch lines. The East Dunes area is served by 6- and 8-inch lines located in Sylvan Avenue, Park Avenue, Fell Street, and Ocean View Avenue, which connect to a 4-inch line in California Avenue. There is a short section of a 2-inch water line on Park Avenue which is scheduled to be replaced in the future. As the 4-inch lines are replaced, the line capacities will improve, resulting in better fire protection in the Old Town area. An 8-inch line is located within Tioga Avenue that connects with the 12-inch trunk line serving the Sand Dollar Commercial Center. Both the City and Cal-

Am require that all new water lines be 8 inches in size or larger, depending upon the local usage and fire protection requirements. Portions of the new water distribution facilities may be included as part of the City's water supply project.

SEWAGE COLLECTION AND TREATMENT

Wastewater collection and treatment is provided to Sand City by the Monterey Regional Water Pollution Control Agency (MRWPCA) and the Seaside County Sanitation District (SCSD). The MRWPCA operates the Regional Sewage Treatment Plant in Marina. The SCSD maintains the collection lines and pumping stations that deliver sewage from Sand City and Seaside to MRWPCA's Seaside pumping station, located west of State Route 1 on Bay Street.

The regional treatment plant serves the communities of Pacific Grove, Monterey, Seaside, Del Rey Oaks, Sand City, Moss Landing, Castroville, Fort Ord and



Pumping station on Bay Street

Salinas. The plant processes slightly under 20 million gallons per day (MGD). The plant has a capacity of 30 MGD, however, the current Use

Permit issued by Monterey County limits the capacity to 25 MGD.

There is no sewer service west of the freeway or in undeveloped portions of the East Dunes area. The SCSD's Master Plan and the City's 1990 Facilities Plan of the Public Works Master Plan identify the improvements that would be required to provide sewer services to the other parts of the City and recommend improvements designed to correct existing deficiencies within the system, including an incomplete system of collection lines and limited capacities within some existing lines.

The SCSD's June 1989 and June 1992 Master Plan Reports identified the need for a relief sewer line, which would parallel the SCSD trunk sewer line through Old Town along Ortiz and Contra Costa Avenues and John Street. The relief lines would primarily provide additional capacity to serve new development and flows from the City of Seaside. Sand City's 1990 Facilities Plan also includes cost estimates to provide and/or improve sewer service in each district of the City. Based on 1999 construction

costs, sanitary system improvement costs for the Old Town district are estimated at \$220,000, and the costs for the East Dunes area are estimated at \$175,000. It is anticipated that the costs of remaining system improvements would be included as part of future development costs, with all or a significant portion being the responsibility of project developers.

The Facilities Plan also recommends that a cost sharing program be resolved with the City of Seaside for expenses related to the relief sewers that serve the Seaside tributary area, since the majority of the increased flows and pipe size requirements are directly related to flows originating outside the City of Sand City.

STORM DRAINAGE FACILITIES

The existing storm drain system is limited to a portion of the Old Town district with 12- and 24-inch lines located west of Contra Costa Avenue and a 90-inch line located in Ortiz Avenue and John Street. The 90-inch storm drain line crosses under State Route 1 to an outfall to Monterey Bay. The 90-inch storm drain extends into the City of Seaside and primarily serves a large tributary area within that community. It is estimated that over 95 percent of the flow through this line is from the Seaside tributary area.

There are no storm drain lines within the East Dunes area, except for the line that begins at the corner of California and Tioga Avenues and extends along Tioga Avenue across the Sand Dollar Commercial Center to the interceptor tanks for the percolation system in Playa Avenue. Most of the storm water in the East Dunes area is presently handled by on-site percolation. The Edgewater Center is served by a series of percolation systems, similar in design to the Playa Avenue system, that meet National Pollutant Discharge Elimination System (NPDES) standards.

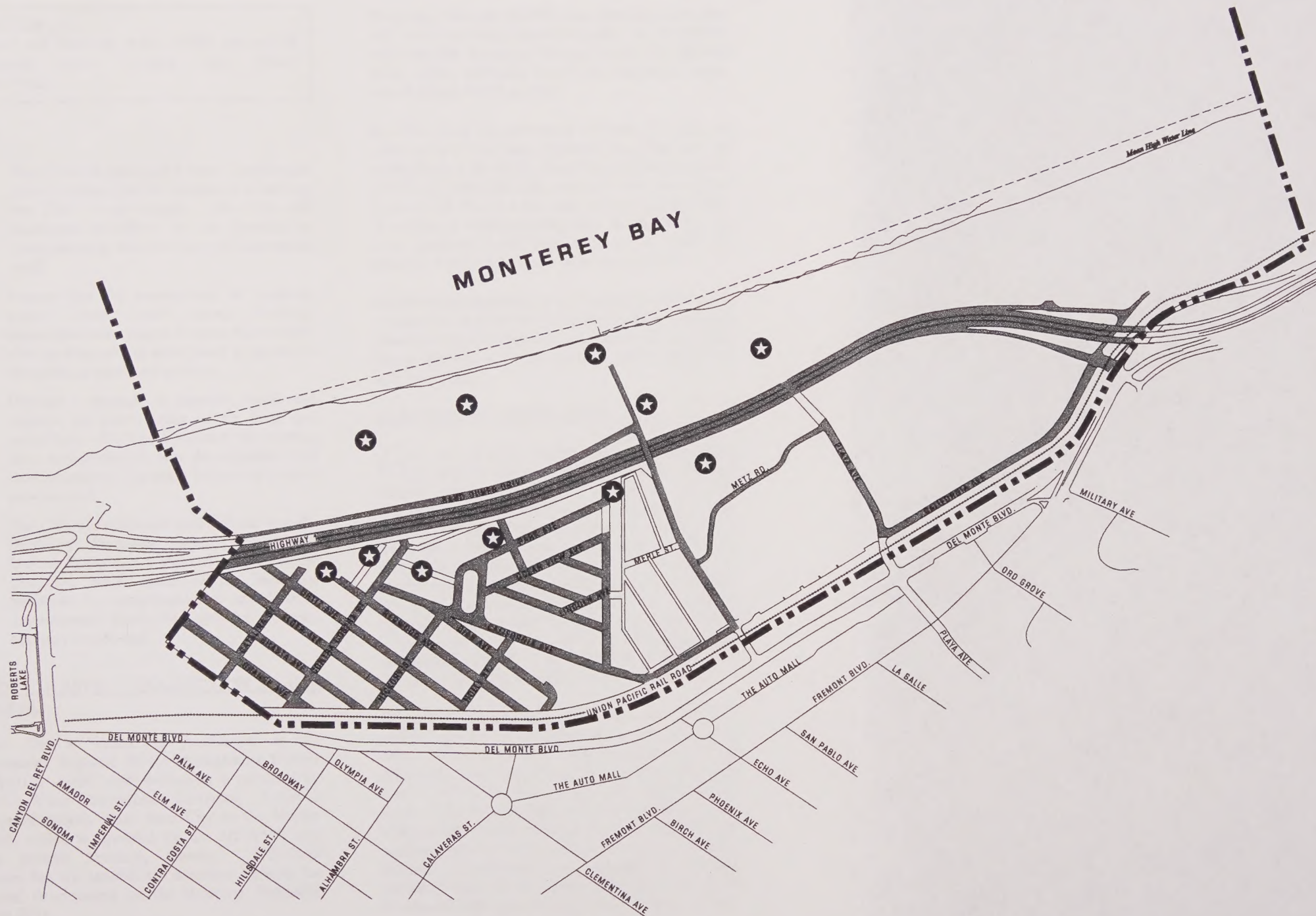
The 1990 Facilities Plan of the Public Works Master Plan indicates that drainage improvements are needed throughout Sand City, with the exception of newer developments in the eastern portion of the city. The majority of immediate necessary improvements are in the Old Town district, including additional catch basins, manholes, collection mains, and new curbs and gutters to channel runoff into the collection system. The installation of storm drainage lines or on-site percolation facilities will also be necessary in the East Dunes area. These facilities will be required concurrent with new development.

SAND CITY GENERAL PLAN 2002 - 2017

FIGURE 3-4
POTENTIAL DESALINATION FACILITIES

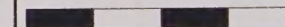
LEGEND:

- ★ Potential Site for Intake or Disposal Wells and/or the Treatment Plant for Desalination



PMC

Source: C & D Engineering



GOAL 3.10

Improve and maintain public utility systems to adequately serve existing and future development.

Policies

- 3.10.1 Pursue development of a water desalination plant or other systems capable of enhancing the City's water supply. The City will coordinate its efforts for any desalination plant planning with the Coastal Commission staff.
- 3.10.2 Require that the construction of roadway, water, sewer and storm drainage improvements be staged in areas where major new development is anticipated to minimize disruption to new road surfaces.
- 3.10.3 Develop a program to monitor, repair and upgrade the City's water, storm drain and sewer lines. All improvements to the existing lines necessitated by new development shall have committed financing before the project may proceed.
- 3.10.4 The City will cooperate with Cal-Am and the Monterey Peninsula Water Management District to develop a regional solution to the long-term water needs of the Monterey Peninsula by participating in any Seaside Groundwater Basin Management Strategy that may be pursued.

SOLID WASTE COLLECTION AND DISPOSAL

Sand City is within the jurisdiction of the Monterey Regional Waste Management District (MRWMD). Solid waste collection is provided by the USA Waste Management Company. Waste is transported directly from Sand City to the Marina Landfill, which is operated by the MRWMD and serves western Monterey County. MRWMD estimates that the landfill has adequate capacity for projected development on the Monterey Peninsula through 2076.

In 1989, the state legislature passed Assembly Bill (AB) 939, also known as the California Integrated Waste Management Act. AB 939 requires cities and counties to reduce the volume of waste sent to landfills by 25 percent by the year 1995, and 50 percent by the year 2000. Cities and counties are also required to prepare a Source Reduction and

Recycling Element (SRRE) that identifies how they will meet the waste reduction goals. In compliance with AB 939, Monterey County and all incorporated areas within, including Sand City, adopted a multi-jurisdictional SRRE in 1995.

In 1990, Sand City generated 613 tons of waste, of which only 57 tons were diverted from disposal. As established in the SRRE, Sand City intended to divert 28.2% or 1,786 tons of its waste by 1995, and it plans to divert 56.1% or 5,118 tons of its waste by 2000. According to representatives from the MRWMD, the City generated 4,468 tons of waste in 1998 and diverted 37% or 2,815 tons of its waste stream.

Additional programs designed to increase the amount of materials diverted from the City's waste stream are described further within the Conservation and Open Space Element under the topic of Source Reduction and Recycling.

ELECTRICITY AND NATURAL GAS

Gas and electric service has historically been provided to Sand City by the Pacific Gas and Electric Company (PG&E). However, in 1998 California began to implement deregulation of the electric utility industry in order to foster more competitive energy prices for consumers. Although many electric and gas distribution are likely to continue to be owned by PG&E, both residential and non-residential customers will have the option of choosing from a number of service providers. Since California is in the process of transitioning to the deregulated system, the long-term benefits and impacts of this program are not currently known.

The primary issue related to electric utility facilities within Sand City is the presence of overhead utility lines. These facilities, while necessary, severely affect the overall appearance of the community. The City's 1990 Facilities Plan of the Public Works Master Plan recommends that the formation of an Underground Utility District be considered for the southeast portion of the city, and that a program be initiated incrementally to underground existing overhead lines in that area. Potential sources of funding include assessment districts, developers fees, redevelopment funds and Rule 20A funds.

Each year under Rule 20A of the Public Utilities Code, PG&E allocates an underground conversion budget to communities based 50% on the number of PG&E's overhead served electric meters and 50% on the total electric meters within each community.



Overhead power lines extend through many parts of Sand City

Using a community's Rule 20A allocation, PG&E will underground its facilities along certain thoroughfares and on certain lands where the governing body has:

- Worked with PG&E and the other utility companies to define an undergrounding project that extends for at least one block or 600 feet on both sides of the street and meets the criteria set forth in Rule 20A.
- Notified affected property owners and held public hearings.
- Adopted a resolution creating an underground district to assure that all overhead communication and electric facilities, including services, are placed underground.

In 1998 the City of Sand City's Rule 20A annual allocation was \$5,994. These funds must be applied for in order to be received. A community's annual underground conversion allocations may be carried forward year-to-year from the 1990 base until sufficient funds accrue to complete a project. The total amount potentially available to Sand City as of 1998 was \$81,790. A community may also choose to "borrow" up to 3 years of their present annual allocation, which in Sand City's case would result in approximately \$18,000, and add it to the total amount available, if a specific project required more funding. Under the "borrowing option", the City would then go for 3 years without an annual allocation. Although Sand City is eligible for the funds mentioned above, the amounts are minimal, and substantial additional financing with RDA assistance will be required to complete underground conversion projects of any size.

In order to qualify for the Rule 20A funds a project must be found in the "interest of the general public" by meeting at least one of the following criteria:

- Involve a street or road with a high volume of public traffic
- Avoid or eliminate an unusually heavy concentration of overhead lines
- Benefit a civic or public recreation area or area of unusual scenic interest.

In some instances when a community has not accrued allocations in an amount sufficient to complete a high priority conversion project while other, non-utility sources of project funding are in short supply, a city may be able to arrange for a transfer of uncommitted allocations from the county in which the city is located. Such transfers will be completed by PG&E only after the donor county's board of supervisors has enacted a resolution approving the transfer. Allocation transfers are considered permanent and cannot be repaid by the receiving city. Cities are prohibited from transferring allocations to other cities.

In addition, under Pacific Bell Rule 32 Section A.1, Pacific Bell will, at its expense, underground its facilities along certain thoroughfares and on certain lands at the same time and to the extent that the electric utility company converts its facilities. Under these programs, both Pacific Bell and PG&E require that any necessary rights-of-way be obtained without cost to the utility companies.

Regardless of the proposed method of financing, the elimination of overhead utility lines would make a substantial aesthetic improvement within the community and should continue to be pursued. Equally important to this effort is the prevention of any new overhead utility lines. In order to ensure no new overhead lines are installed, the Public Works Master Plan recommends that all proposed new construction in Old Town, East Dunes and other areas of the city be required to include provisions for underground construction of the utilities.

GOAL 3.11

Encourage the conformance of utility systems to community design standards while retaining their essential functions.

Policies

- 3.11.1 Require that new utilities or necessary extensions for new development and redevelopment projects be installed underground.
- 3.11.2 Pursue a variety of financing options to accomplish undergrounding of existing overhead utility lines in developed areas of the city.

Implementation Programs

- 3.11.a. Retain the Underground Utility District throughout the City.
- 3.11.b. Plan and prioritize the systematic underground conversion of existing overhead utilities in conjunction with the development of comprehensive plans for street improvements described within the Land Use Element.
- 3.11.c. Design undergrounding projects in a manner that will provide for maximum use of Rule 20A and Rule 32A funds.
- 3.11.d. Pursue transfers of uncommitted county Rule 20A allocations as appropriate.

COMMUNICATION SYSTEMS

Telephone service lines within Sand City are provided by Pacific Bell and also located on overhead lines. Cable TV service is provided by AT&T, which provides service to most of the Monterey Peninsula.

GOAL 3.12

Promote adequate levels of utility services provided by private companies and ensure that these are constructed to minimize negative impacts.

Policies

- 3.12.1 Communicate the City's major development and redevelopment plans with utility companies and coordinate the planning and extension of all utility facilities.
- 3.12.2 Promote technological improvements and upgrading of utility services throughout the community.

CITY ADMINISTRATION FACILITIES

The City's administrative and police protection functions are currently conducted from the City Hall complex located at 1 Sylvan Park Avenue in the



City Hall

Old Town district. In recent years there has been discussion regarding the potential relocation and expansion of City Hall. The

most feasible option may be in the portion of the Destination Commercial district located south of Tioga Avenue. The intent of such a move would be to create a more comprehensive "civic center" to better serve the needs of the citizens of Sand City.

GOAL 3.13

Provide a civic oriented focal point within the community.

Policy

- 3.13.1 Consider development of a civic center to accommodate most administrative, governmental and cultural requirements of the community. The complex should include compatible activities of a non-governmental nature as well, such as professional office uses and public parking, so that it becomes a major activity center and focal point.

Implementation Program

- 3.13.a. Explore the desirability and potential funding options for the development of a new civic center complex.

4.0 HOUSING ELEMENT

Housing Element Summary and Status Report

INTRODUCTION

California Government Code Section 65302(c) requires the inclusion of a housing element in a general plan. As set forth in Government Code Section 65583, the housing element is to consist of the following:

- An assessment of housing needs and an inventory of resources and constraints to meet those needs
- A statement of the community's goals, quantified objectives, and policies relative to the maintenance, improvement, and development of housing
- A program which sets forth a schedule of actions that the local government is undertaking, or intends to undertake, to implement the policies and achieve the goals and objectives of the housing element

The current Housing Element for Sand City was certified by the state Department of Housing and



Sand City residence

Community Development (HCD) in 1991. State law requires that housing elements be reviewed at least every five years. Due to the

statewide economic recession (1990-95), however, the state legislature has from time to time extended the effective date of all housing elements.

Under Government Code Section 65588(e)(3), local governments within the jurisdiction of the Association of the Monterey Bay Area Governments (AMBAG), of which Sand City is a part, have until December 2002 to revise their housing elements. Given this extension, the Housing Element will be revised following the comprehensive update of the General Plan. This chapter instead presents a

summary of the goals, policies, and implementation programs of the Housing Element, the full text of which is available under separate cover.

The numbering format in the current Housing Element is different from that in the General Plan. For consistency, the goals, policies, and implementation programs presented in this chapter are enumerated in the same format as those in other elements of the General Plan. To facilitate cross-referencing between this document and the full Housing Element, each item is followed by its Housing Element reference number in parentheses.

Included in the outline of housing programs listed in the current Housing Element is the status of implementation for each program. This summary also notes where current programs no longer coincide with City land use policies. Over the next two years, Sand City should strive to meet as many programs as possible so that the new Housing Element can also be certified by HCD. HCD certification is a prerequisite to most state funding assistance offered through the Community Development Block Grant (CDBG) program. The infrastructure constraint of the lack of water will also be recognized by HCD in its review of the new element.

GOALS, POLICIES, AND IMPLEMENTATION PROGRAMS

GOAL 4.1

To designate areas in Sand City suitable for residential development. (*Goal 4.2.1*)

Policies

- 4.1.1 Designate various sites in Sand City for the construction of housing units based on new housing needs as well as environmental and coastal resources. (*Policy A*)
- 4.1.2 Ensure the provision of public services for future housing units. (*Policy B*)

Implementation Programs

- 4.1.a. Construction of housing units on any portion of either the East Dunes site or the South of Tioga site shall be limited to areas which are not subject to environmental and coastal resource constraints as identified in the East Dunes Habitat Conservation Plan (HCP) once it is adopted by Sand City. *(Program 1)*

2000 Status. The construction of new housing units within the East Dunes has been limited due to the lack of water and the difficulty in completing and implementing the East Dunes HCP. A redevelopment project and master developer will likely be necessary to coordinate the various property interests to make this happen.

The "South of Tioga" properties located west of State Route 1 are within an area of the coastal Memorandum of Understanding (MOU) that is slated for open space and habitat preserve. The City's coastal HCP will deal with the issue of open space acquisition in this area. It is currently proposed that the revenues from at least two coastal resorts will provide funding to address this issue adequately. The Coastal Commission has informed the City, in its 1990 Periodic Review of the Local Coastal Program, that this kind of preservation effort is required in order to meet the requirements of the Coastal Act. It is a situation beyond the City's control and a policy that should be recognized by the state HCD.

Recommended Actions. The City should strive to complete its water project prior to the end of this housing element cycle so that additional housing can be built in the East Dunes. Additionally, any water credits available in the East Dunes should be used, in part, to provide more housing. Initiation of the South of Tioga/East Dunes redevelopment project prior to June 2001 is recommended.

- 4.1.b. Sand City shall evaluate and coordinate all opportunities for providing public services to new housing units, including, but not limited to, formation of assessment districts, federal and state grants, joint powers agreements, and issuance of special bonds. *(Program 2)*

2000 Status. The City is currently implementing this program. One of the specific purposes of the City's water project is to implement this program. The City will also work on establishing a redevelopment project in the East Dunes/South of Tioga area which may require tax allocation bonding.

Recommended Actions. Continue with the \$50,000 water feasibility study and apply for economic development grants from state and federal agencies in order to implement a water desalination project for Sand City.

Initiate a request for qualifications and owner participation notification to begin the South of Tioga/East Dunes redevelopment process.

- 4.1.c. Sand City shall complete the Sand City Master Facilities Plan and implement a capital improvement program in order to improve the provision of public services to existing and future housing units continually. *(Program 3)*

2000 Status. The Public Works Department has been working on the Master Facilities Plan and is awaiting completion of the new General Plan update to include any new facilities recommended therein. The Master Facilities Plan should be completed by June, 2000.

Recommended Actions. The City Council should adopt the General Plan update by the end of this year. The Master Facilities Plan will then be completed shortly thereafter. The Council should also continue budgeting significant revenues into the capital improvement budget to improve streets, drainage and water lines within the Old Town area.

- 4.1.d. Sand City shall continue to set aside a portion of the 20 percent tax increment revenues for public-service infrastructure improvements and right-of-way improvements, as identified in the 1987 *Sand City Redevelopment Plan*. *(Program 4)*

2000 Status. The Redevelopment Agency's housing set-aside fund has a current balance of approximately \$323,000. This money will be used, in part, to continue the payments on the Robinette parcel owned by the RDA, currently slated for housing

development along with other uses. Funding from this source could also be used to assist with public infrastructure improvements needed in the Old Town area, provided that these improvements directly benefit the provision of housing.

Recommended Actions. No additional action needed. The City will continue to monitor this fund and use money appropriately related to the provision of affordable housing. Because housing costs are so high, it is probably better to continue to allow this fund to grow in order to provide enough subsidy for a substantially-sized housing project.

- 4.1.e. Sand City shall prepare and utilize a standardized format for evaluating immediate and long-range public service capacities and costs resulting from new housing units in order to assure the ability to provide and maintain necessary public services to new housing units. *(Program 5)*

2000 Status. Engineering standards used by the City Engineer evaluate current and projected water and sewer line capacities necessary for Sand City buildout, including its ultimate housing stock. In addition, the future water project will be sized to accommodate an appropriate level of water supply necessary to assist with General Plan buildout, based on policies of the updated document.

Recommended Actions. As part of the new water project, the City Council should allocate enough water based on certain categories of land use, including housing production, and size the system, recognizing the existing water users served (approximately 130 acre-feet annually), future needs based on the 1996 MOU, and existing water credits that may become available.

GOAL 4.2

To provide housing opportunities and affordable housing for Sand City's work force. *(Goal 4.2.2)*

Policies

- 4.2.1 Encourage the construction of new housing units which meet the needs of persons in the work force of Sand City in order to create a

better balance of workers and residents. *(Policy C)*

- 4.2.2 Encourage the construction of new housing units that provide a choice in housing type, density, cost, and tenure to meet the housing needs of all segments of the work force, regardless of race, sex, marital status, age, ethnic background, physical condition, or family size. *(Policy D)*
- 4.2.3 Encourage a balance of existing ownership housing with future rental housing units in Sand City by maintaining existing single-family housing units. *(Policy E)*

Implementation Programs

- 4.2.a. Sand City shall strive to construct 350 new housing units by June 30, 2001. The distribution of units by income shall conform as close as is feasible with that designated in the 1990 *Regional Housing Needs Plan*. *(Program 7)*

2000 Status. Table 4 of the Housing Element subdivides the 350 new units total by income group as follows:

Very Low Income:	81 units
Low Income:	55 units
Moderate Income:	144 units
Above Moderate:	70 units

Generally, units developed in the low and very-low income category are rental units. Moderate income units may be for-sale (owner-occupied) units but they generally need some kind of government subsidy also. Only the above moderate units (or market rate units) do not need any kind of government assistance to be constructed.

So far, only market rate units have been constructed since 1991 (Wilson 1, St. John), and these units have been well below the housing element goal numbers. The main reasons for this poor performance have been the *de facto* water moratorium and the inability to implement the East Dunes Habitat Conservation Plan of the Local Coastal Program.

Recommended Actions. The East Dunes/South of Tioga area remains the City's best opportunity to partially meet the housing goals and recommended income distribution of the housing element.

Therefore, the City Council should continue to make this area of town a prime area for a redevelopment project. In addition, once additional water is available via the City's water project, the Redevelopment Agency should solicit a master developer to complete a mixed-use housing/commercial project on the Robinette site.

- 4.2.b. Sand City shall review development proposals for incorporation of concepts such as planned-unit development, cluster development, lot consolidation, zero-lot-line-developments, and secondary housing units on commercial- and industrial-zoned parcels to help reduce the cost of new housing units and to provide a variety of affordable housing units. (*Program 8*)

2000 Status. The Sand City zoning ordinance already has a provision encouraging second units in commercial and industrial zones. The General Plan update will recommend a strengthening of this policy designed to include a major addition of residential units in the Old Town area, consistent with bottom floor or horizontal mixed use commercial development that is considered to be compatible with a residential environment (i.e., offices, tourist-oriented uses, restaurants, profession and business services).

Recommended Actions. The City Council should carefully review the new mixed use classification recommended for the Old Town area which would allow up to 20 housing units/net acre of development, in addition to residentially compatible commercial and light-manufacturing uses. This type of mixed use would require water (of course) and first floor and/or subterranean parking and the possible establishment of parking garages at key locations.

- 4.2.c. Sand City shall conduct a survey once every two years of all households to determine the number of existing housing units by housing tenure and present the report to the City Council. It will be the City Council's responsibility to try to achieve a balance of owner and rental housing units in Sand City. (*Program 9*)

2000 Status. A housing tenure survey has not been conducted. However, the amount of new housing produced during the term of

the Housing Element has not been significant, so this type of survey is less valuable than originally intended. There is no reference on housing that states what an appropriate balance of renter and owner-occupied housing should be. The Council can set a goal, based on the assumption that all very low income and low income housing will be rental housing based on the economic realities of housing production. Given the low and very low income goals of the current housing element, this would translate into a goal of providing 39 percent rental housing and 61 percent owner-occupied housing.

Recommended Actions. A housing tenure survey should be conducted by the planning department to determine the existing tenure of housing in Sand City. In order to be effective, the survey should be conducted door-to-door, and even then a 100 percent response rate is not anticipated as some residents would consider this to be an invasion of privacy. Further Council direction on this program is recommended.

GOAL 4.3

To provide equal housing opportunities for very-low-, low-, and moderate-income households. (*Goal 4.2.3*)

Policy

- 4.3.1 Encourage the construction of affordable rental and ownership housing for very-low-, low-, and moderate-income households throughout Sand City. (*Policy F*)

Implementation Programs

- 4.3.a. Sand City shall strive to meet its regional goal for very-low-, low-, and moderate-income housing by June 30, 2001, as determined in the *1990 Regional Housing Needs Plan*, through the implementation of Policy 4.1.1 and Implementation Program 4.1.a. (*Program 10*)

Please refer to comments under Implementation Program (a) of Goal 4.1 for current status and recommended actions.

- 4.3.b. Sand City shall provide incentives to builders, such as density bonuses or fee

waivers (where feasible), for construction of affordable housing units. (*Program 11*)

2000 Status. This is a re-statement of current requirements of state planning law. When a developer proposes an affordable housing project, a jurisdiction is required to provide certain financial or institutional (zoning) incentives in order to foster as much affordable housing as possible. To date, no developer in Sand City has proposed an affordable housing project.

Recommended Actions. No action necessary. The City will comply with state law on this issue.

4.3.c. Sand City shall allow the construction of secondary affordable rental units on lots proposed for new commercial and industrial development as well as on lots with existing residential units. Projects shall be evaluated on an individual basis, utilizing the following criteria:

- Consider allowing a waiver of development plan check and building permit fees up to \$2,500 for construction of a secondary residential unit. Require a minimum five-year residential rental period through deed restriction if a waiver of fees has been granted by Sand City. (*Program 12a*)
- Limit the amount of residential square footage in a mixed-use development to no more than 50 percent of the total commercial/industrial square footage. (*Program 12b*)
- Limit the maximum size of a secondary unit to 650 square feet. (*Program 12c*)
- Require that the residential unit be suitable for living with regard to all health and safety requirements, noise conditions of surrounding uses, etc. (*Program 12d*)
- Acknowledge the priority of commercial/industrial uses in mixed-use developments by requiring that a statement be issued to potential renters/owners advising them of potential nuisances of surrounding uses. This statement shall be provided by Sand City. (*Program 12e*)

- Require that at least two off-street parking spaces per residential unit are provided and any traffic concerns are addressed. Parking supplied for residential units may be included in the overall parking requirement for the entire site. (*Program 12f*)

2000 Status. The Zoning Ordinance encourages second units in commercial and industrial zoning districts and some have been constructed over the last 10 years. However, to date, the Council has not recommended second units (granny flats) on residentially zoned property, although this was proposed on the St. John residential development.

State law requires jurisdictions to allow second units on residential property unless there are specific findings made that this type of development is not suitable, based on the unique circumstances of the jurisdiction.

Recommended Actions. The Council should keep an open mind on the provision of second units within the East Dunes area, provided they are well designed (set back from the roadway, above garages with adequate on-site parking). It is a way to assist owner-occupants with the mortgage payments on their property while providing rental housing within a single-family neighborhood.

4.3.d. Sand City shall amend its Zoning Ordinance to allow manufactured and mobile homes as principal permitted uses in all residential zoning districts. (*Program 13*)

2000 Status. The Zoning Ordinance allows mobile and manufactured homes as a permitted use in the R-1 zone and as conditional uses in the R-2 and R-3 zones. This should be sufficient and it is in accordance with state law. The zoning ordinance should be further amended to specify architectural standards for manufactured housing to be equivalent in quality to that of "stick-built" (woodframe, on-site developed) housing.

Recommended Actions. This program should be revised in the updated housing element to reflect the evolving housing market in Sand City. Sand City should strive for higher quality housing than that currently produced by the mobile home

industry. Manufactured housing, on the other hand, is capable of meeting current architectural quality of tract housing.

- 4.3.e. Sand City shall develop an ordinance which establishes development standards for manufactured and modular housing units in order to make the construction of these low-cost housing units an option for property owners. (*Program 14*)

2000 Status. This ordinance preparation can be included in this year's planning department work program. Its purpose, however, should be to ensure that the architectural quality of manufactured housing is equivalent to that of standard production housing (see Program 13 of Housing Element).

Recommended Actions. The Council should direct staff to include this ordinance preparation in this year's planning department work program.

- 4.3.f. Sand City shall identify, help facilitate, and solicit federal and state financial assistance for the construction of rental housing units and for rent subsidies to low- and moderate-income households, as funds are available. These funds include low-interest loans, grants, and rent subsidies and are administered by the Department of Housing and Urban Development, the California Housing Finance Agency, and the Farmer's Home Administration. (*Program 15*)

2000 Status. The construction of rental housing over the past eight years in Sand City has been constrained due to the lack of an adequate water supply. Therefore, no funding has been sought to construct such housing. Regarding rental subsidies, the only agency in Monterey County dealing with this issue is the Monterey County Housing Authority. This agency administers the federal "Section 8" housing subsidy program which is available to all qualified residents in the County, based on need and income levels. There is currently a 3-year waiting list for this kind of rental assistance.

Recommended Actions. The City and Redevelopment Agency should work with qualified developers to develop subsidized rental housing in the South of Tioga/East Dunes area as part of a master development facilitated by a redevelopment project. Significant tax credits are available to

developers for developing low- and very low-income housing within redevelopment project areas. The City must provide 15 percent of its new housing in this category by state Community Redevelopment Law.

- 4.3.g. Sand City shall review development processing procedures to determine whether and how the process can be streamlined to help further reduce costs of new housing units. (*Program 16*)

2000 Status. Sand City has the fastest processing time of major development proposals of any jurisdiction within Monterey County. This is due, in part, to the fact that Sand City has no planning commission and all significant development review goes directly to the City Council.

Recommended Actions. This type of policy is standard language in all housing elements, but it has no relevance to the Sand City situation, except for planning matters in the coastal zone, over which the city has no control. No action is necessary; the program goal is satisfied.

- 4.3.h. Sand City shall cooperate with federal, state, and regional agencies to promote open housing choice and equal opportunity housing. Complaints regarding housing discrimination received by Sand City will be referred by the Planning Director to the California Department of Fair Employment and Housing. (*Program 17*)

2000 Status. There have been no complaints registered regarding any discriminatory housing practices in Sand City since the adoption of the housing element.

Recommended Actions. This is standard language in most housing elements. This policy will continue with the new housing element. No action is necessary.

- 4.3.i. Sand City shall require, when feasible, all new residential developments (including those in the coastal zone) to provide low- and moderate-income housing. All residential projects proposed will be evaluated on an individual project basis to determine the feasibility of providing low- and moderate-income housing units. (*Program 18*)

2000 Status. The only two residential projects of significant size to be processed from 1991 to date have been the St. John

residential planned unit development and the Monterey Bay Shores housing component. Regarding the St. John development, this involved land that was already subdivided and the City had little control to require low and moderate-income housing. Regarding the Monterey Bay Shores project, rather than providing the developer with a density bonus or other affordable housing incentive that is difficult, if not impossible, to achieve within the coastal zone, the City required an \$850,000 housing in-lieu fee to be used for future housing on the Robinette site.

Recommended Actions. As part of the future East Dunes/South of Tioga redevelopment project, the City should require that at least 15 percent of the housing be affordable to low and moderate income families. This percentage is a requirement of the Community Redevelopment Law.

- 4.3.j. Sand City shall, if feasible, utilize 20 percent tax increment funds to preserve affordable housing units. Specific uses of the funds could include the weather stripping of affordable units or the installation of wheelchair ramps in affordable housing units occupied by elderly persons. *(Program 19)*

2000 Status. Sand City established this program in 1991 and 1992 and expended over \$50,000 of its housing set-aside funds for eligible projects.

Recommended Actions. This program was implemented and completed. No action is necessary. Future rehabilitation of existing housing units should be evaluated in light of proposed land use being advocated in the general plan and potentially higher density residential development.

GOAL 4.4

To provide equal housing opportunities for special housing needs groups. *(Goal 4.2.4)*

Policies

- 4.4.1 Encourage new residential development to meet the special housing needs of elderly persons. *(Policy G)*
- 4.4.2 Participate in a regional effort to provide emergency shelter for homeless individuals,

families, elderly, veterans, and the mentally and physically disabled. *(Policy H)*

Implementation Programs

- 4.4.a. Sand City shall pursue the use of public and private funds such as the Senior Citizens Shared Housing Program (SCHSP) for senior housing projects. *(Program 20)*

2000 Status. The SCSHP program links single seniors together in an effort to share housing and housing expenses. Its services are available to all jurisdictions within Monterey County. The Sand City planning department will refer needy seniors to this program, if and when seniors notify our offices of such a need.

Recommended Actions. No action is necessary. However, in a future city newsletter, the City Council should mention this service in case city seniors want this kind of assistance.

- 4.4.b. Sand City shall strive to increase the number of manufactured and mobile homes from 13 to 30 units by June 30, 2001. *(Program 21)*

2000 Status. The number of mobile homes within the City has actually decreased since 1991 due to redevelopment of properties within Old Town and East Dunes. However, the City was very accommodating in its North of Playa redevelopment project by allowing the relocation of the Meadows mobile home to a redeveloped property in Old Town.

Recommended Actions. The Housing Element update should eliminate this program as it is no longer consistent with the current land use policy direction of the City.

- 4.4.c. Sand City shall submit an appointee to the Monterey County Commission on Homelessness. The members of the commission ultimately will be appointed by the Board of Supervisors to oversee the implementation of the Monterey County Homeless Services Plan. *(Program 22)*

2000 Status. The Board of Supervisors has established the commission and made the appointments. No member of the Sand City community has been appointed. Recommendation from the Homeless Services Plan should be forthcoming within a year. City staff has been meeting with

their consultants. Currently, the only homeless day-care services on the Monterey Peninsula are provided within Sand City at the Salvation Army center.

Recommended Action. No action is necessary. The City is doing its fair share of homeless assistance by approving the use permit for the Salvation Army.

GOAL 4.5

To assure that Sand City's housing stock is maintained and upgraded to meet necessary health and safety requirements. (*Goal 4.2.5*)

Policies

- 4.5.1 Rehabilitate, to the extent feasible, all substandard housing units in Sand City. (*Policy I*)
- 4.5.2 Enhance the livability of existing housing units by assuring that all housing units provide a healthy and safe environment for their inhabitants. (*Policy J*)
- 4.5.3 Remove and replace housing units which are beyond repair or which have become either economically or functionally obsolete. (*Policy K*)
- 4.5.4 Ensure that existing housing units proposed for demolition as a result of new commercial and industrial development are relocated and rehabilitated if feasible. (*Policy L*)

Implementation Programs

- 4.5.a. Sand City shall strive to rehabilitate six housing units annually, resulting in the rehabilitation of 30 housing units by June 30, 2001. Sand City shall establish housing rehabilitation as its top priority for the utilization of its 20 percent tax increment set-aside funds. (*Program 23*)

2000 Status. Since 1991, at least 16 housing units (10 on Ortiz, upper floor mixed use; 5 on Shasta, and 1 on Dias) have been rehabilitated by private actions, without the City's assistance. Some rehabilitation also occurred as part of the 1991-92 housing grant program mentioned under Program 19.

Recommended Actions. This program should be significantly modified with the update of the 2001 Housing Element. Housing rehabilitation should be evaluated

in terms of the future development direction of the City. Rehabilitating significantly dilapidated housing in areas to be redeveloped may be counter-productive to the redevelopment goals of the City and the provision of maximum housing opportunities.

- 4.5.b. Sand City shall, in addition to utilizing the 20 percent set-aside funds, solicit and encourage maximum utilization of federal and state funds for low-interest loans and grants for the rehabilitation of ownership and rental housing units. (*Program 24*)

2000 Status. In 1994 and 1995, the City was awarded funding for housing rehabilitation under the HOME program. The City hired personnel from the County Housing Authority to administer this program, but it still proved unsuccessful based on tenant and owner reluctance to provide confidential and semi-confidential information to complete eligibility requirements. Other jurisdictions have found similar procedural problems with the HOME program and its requirements may have been amended since 1995 to address these problems.

Recommended Actions. The City should continue to investigate the use of Community Development Block Grants and other sources of federal and state moneys to supplement its housing set-aside fund.

- 4.5.c. Sand City shall provide housing for persons or families displaced as a result of the implementation of the 1987 Sand City Redevelopment Plan. Such housing shall be suitable to the needs of such displaced persons or families and must be decent, safe, sanitary, and otherwise a standard housing unit. (*Program 25*)

2000 Status. The only residence affected by Sand City redevelopment projects to date has been the Meadows mobile home that was successfully relocated to a new location, also within Sand City. State law requires that replacement housing be provided for displaced families at affordable rents. This replacement housing can also be outside of the redevelopment project area. Sand City adopted relocation guidelines, consistent with state and federal law, in 1995.

Recommended Actions. This policy is poorly worded and needs amendment to be consistent with the relocation requirements

of the state Community Redevelopment Law. Sand City will continue to adhere to state requirements for relocation assistance, when applicable.

- 4.5.d. Sand City shall require replacement of housing units demolished in the coastal zone. (*Program 26*)

2000 Status. To date, no housing units within the coastal zone have been demolished. This requirement is taken directly from coastal regulations.

Recommended Actions. The City will continue to comply with state law on this issue.

- 4.5.e. Sand City shall require existing housing units that are proposed for demolition because of commercial and industrial development to be relocated if housing conditions are satisfactory and access and public services can be provided at the relocated area. (*Program 27*)

2000 Status. The policy was implemented as part of the North of Playa redevelopment project with the successful relocation of the Meadows mobile home to a new location within Old Town.

Recommended Actions. This program should be amended as part of the new Housing Element, as relocating housing units, given the condition of the existing housing stock, is not the most efficient or cost-effective method of providing new housing opportunity.

GOAL 4.6

To encourage energy and water conservation measures in existing and new housing. (*Goal 4.2.6*)

Policies

- 4.6.1 Regulate the use of land to minimize energy consumption and maximize the efficiency of energy consumed. (*Policy M*)
- 4.6.2 Minimize the consumption of water by existing and new housing units, and pursue methods for providing Sand City with its own water source for domestic uses. (*Policy N*)

Implementation Programs

- 4.6.a. Sand City shall establish a program requiring purchasers of existing homes to obtain an energy audit and home weatherization prior to occupancy of the home. In addition, builders of new homes shall provide proof of inspection of new housing units for proper energy conservation features. (*Program 28*)

2000 Status. New homes are required to meet Title 25 energy conservation measures required from the California administrative code. All new housing in Sand City has been inspected prior to the issuance of a certificate of occupancy to insure compliance.

Regarding the requirement for an energy audit for existing homes, this program has not been instituted. It would require the cooperation of the real estate community, and no other community within Monterey County has such a requirement.

Recommended Actions. This policy should be amended as part of the new Housing Element to eliminate the energy audit requirement. Instead, the City should consider a grant program allowing insulation improvements to needy residents without charge.

- 4.6.b. During development and architectural review phases of housing development projects, require, when feasible, the configuration of lots to take advantage of optimum lot and building orientation and the use of solar energy systems. (*Program 29*)

2000 Status. This program is being considered as part of all development review within the city. It is one factor in site design that is taken into account, as well as the need to maximize ocean views whenever feasible.

Recommended Actions. No action is necessary.

- 4.6.c. Permit new housing unit construction only when the water demand of the new housing units can be met by available water supply and when it is consistent with the adopted water supply allocation program of Sand City. (*Program 30*)

2000 Status. A water supply allocation program became necessary in 1997 when Sand City's water supply was beginning to run out. At that time, the city prioritized water allocation based on approved projects

and the need for housing. As of this date, the existing water reserve is available primarily for new housing.

Recommended Actions. No action is necessary.

- 4.6.d. Require all new housing units to utilize water conservation fixtures, as specified by the Sand City Water Conservation Ordinance. (*Program 31*)

2000 Status. This ordinance has been supplanted by Water District regulations requiring specific water conservation devices in all new homes. The new homes constructed in Sand City comply with these regulations.

Recommended Actions. No action is necessary.

- 4.6.e. To ensure that the demands of new housing construction do not exceed Sand City's allocation, utilize water-use data from the Monterey Peninsula Water Management District to project the water use of future housing units in Sand City. (*Program 32*)

2000 Status. The Sand City planning department utilizes the Water District's water charts to project potential water demand for all types of development, including housing.

Recommended Actions. The City is in compliance with this program; no action is necessary.

- 4.6.f. Conduct additional testing to identify water wells in Sand City which could supply water for housing units to be constructed by June 30, 2001. (*Program 33*)

2000 Status. Substantial well testing for quality and quantity has been implemented on the Monterey Bay Shores development site, which includes a housing component. The results of this testing will be the subject of an application for a water distribution permit with the Water District.

Recommended Actions. No action is necessary. This program is being implemented. However, water wells may be limited in the future as the Seaside groundwater basin is approaching safe yield capacity.

- 4.6.g. Research the cost and feasibility associated with the construction of a reverse osmosis

system which could supply water to Sand City for domestic purposes. (*Program 34*)

2000 Status. In the fiscal year 1999-2000 budget, the Council has allocated up to \$50,000 for such a study. It appears likely that the construction of a Sand City desalination plant will be the primary way to accommodate additional housing development at least for the next 10 years, until an area-wide solution is implemented. (The area-wide solution has taken over 20 years to develop, and its implementation is still questionable).

Recommended Actions. The City should continue with the approved study and apply for economic development grants to construct the appropriately sized desalination plant. Environmental review of the ultimate design of the plant should begin before year's end.

5.0 CONSERVATION AND OPEN SPACE

Conservation and Open Space

INTRODUCTION

This General Plan chapter combines two state-mandated elements, Conservation and Open Space. California Government Code Section 6530(a) permits the combining of elements. All the issues that are required to be addressed in an individual element must be discussed in the combined element. In accordance with Government Code Section 65560(a), an Open Space Element is required to address a variety of specific types of open space. These include open space for the preservation of natural resource, open space for the managed production of resources, and open space for outdoor recreation. The Conservation Element is intended to address the conservation, development and use of natural resources, including water, forest, soils, rivers and mineral deposits.



Sand City's beaches are a major scenic and natural resource

The Conservation and Open Space Element addresses a full range of important environmental issues that directly impact the community. Environmental resources and amenities are a key component in the quality of life. The health and well being of Sand City's citizens is maintained and enhanced by clean air and water. Scenic areas foster community pride and make a community more attractive to visitors and businesses. Recycling wastes and conserving energy reduces demands on finite natural resources. The protection of plant and wildlife communities helps avoid significant disruptions of the ecological cycles by maintaining biodiversity.

These environmental resources, however, are also sensitive to changes created by land use and

development decisions. Economic development is necessary for a community's long term well being. At the same time, development must result in as minimal an impact on the natural environment as possible. The policies and implementation programs that are presented within this Element have been designed to embody a balanced approach to future development and resource protection.

Sand City's Conservation and Open Space Element has been prepared in conformance with all mandatory requirements of state law. Specific topics addressed include:

- Water Supply and Quality
- Soils
- Coastal Erosion
- Biological Resources
- Harbors and Fisheries
- Scenic Resources
- Archaeological, Historic, and Cultural Resources
- Air Quality
- Mineral Resources
- Energy Resources and Conservation
- Source Reduction and Recycling
- Park and Recreation Facilities
- Public Access
- Open Space for Public Safety
- Conservation of Natural Resources within the Coastal Zone

WATER SUPPLY AND QUALITY

The major water resources around Sand City are Monterey Bay immediately to the west, Roberts Lake one-quarter mile southeast, and local groundwater. California-American Water Company (Cal-Am) supplies water to Sand City from groundwater resources within the Carmel River aquifer and the Seaside aquifer. The majority of the water for Sand City is recovered from the Seaside aquifer, which is characterized by a high mineral content.

Sand City, along with most cities located on the Monterey Peninsula and some adjacent parts of Monterey County, is a member of the Monterey Peninsula Water Management District (MPWMD). The MPWMD is responsible for issuing water service permits for development located within the District's boundaries. Water supplied to the MPWMD is obtained from the Los Padres and San Clemente Reservoirs located on the Carmel River and from wells in Carmel Valley and Seaside. Cal-Am operates and maintains the District water system.

Due to the critical shortage of water on the Monterey Peninsula, the availability of water for new development is limited. This condition will continue until a long-term source of water is developed for the region or the City of Sand City develops a desalination facility as its own water supply. As of 2001, Sand City has allocated essentially all of its available water to specific development parcels.

The MPWMD has implemented a water conservation retrofit program. Each property within the District that transfers title, changes type of use, or adds a bathroom is required to replace old, high-water-use fixtures with ultra low-flow toilets (1.6 gallons per flush) and 2.5 gallons per minute shower heads.

GOAL 5.1

Maintain the quality of water resources in Sand City and prevent their contamination.

Policy

- 5.1.1 The City supports efforts of the various public agencies responsible for maintaining and improving water quality in Sand City.

GOAL 5.2

Encourage and promote water conservation.

Policies

- 5.2.1 The City supports MPWMD efforts to encourage water conservation. The City will participate in groundwater management activities of the Seaside Basin and storm water re-use planning efforts.
- 5.2.2 The City requires new development to incorporate water conservation features in accordance with MPWMD guidelines.

SOILS

Sand City is underlain by dune sand, which is composed of sedimentary materials of the recent Quaternary geological period. Dune sand deposits may be as much as 300 feet deep in some places. These dunes are classified as recent (less than 3,000 years old), Flandrian (3,000-10,000 years old) and Pre-Flandrian (over 10,000 years old). The area around Sand City consists of Flandrian dunes and the youngest of the pre-Flandrian dunes. The Flandrian dunes take the form of a narrow strip next to Monterey Bay, superimposed on the pre-Flandrian material. The recent dunes are a coastal shoreline fringe of a limited extent. The recent and Flandrian dunes have little or no soil cover.



Sand dunes at the sea coast

Sand City has three distinct soil types within its jurisdictional boundaries, as identified in Figure 5-1. They are:

1. Coastal Beaches (Cm)
2. Dune Land (Df)
3. Baywood Sand (BbC)

All three are sandy soils unsuited for agriculture or pasture. The Coastal Beach soils are generally under water during high tides and exposed at low tides. They have a high erosion hazard because of wind and wave action.

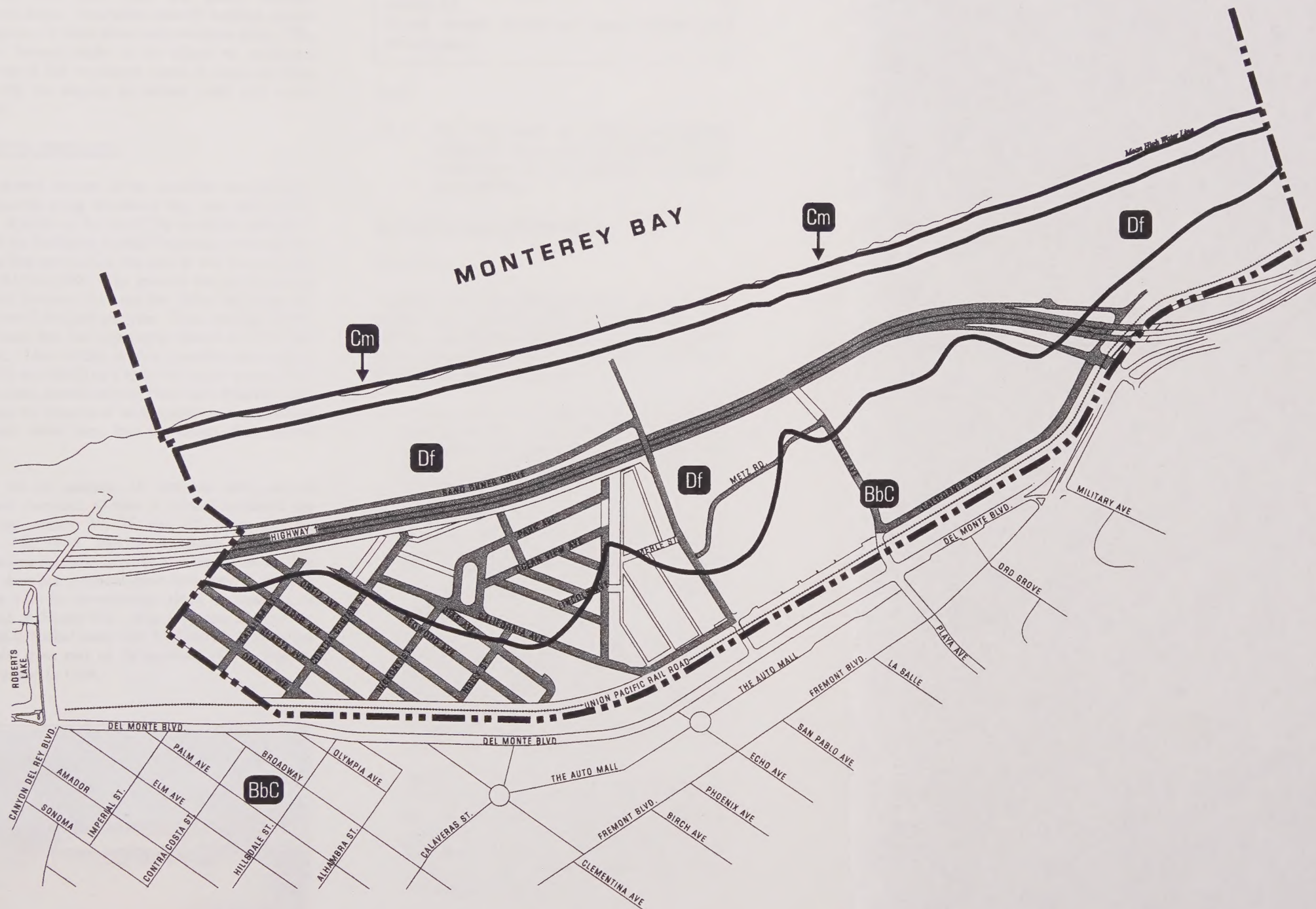
The Dune Land soils are wind-deposited quartz and feldspars that form mounds or small hills 20 to 300 feet high. Some of these dunes are partially stabilized by coastal or inland vegetation. Vegetation can be iceplant, bush lupine, small coastal brush and a few other flowering and non-flowering plants and grasses. These soils have no value for farming, but they do have aesthetic qualities, and they can be stabilized and built upon in most cases. The surface layer is a very gravelly sand loam. Erosion hazard is moderate to high.

SAND CITY GENERAL PLAN 2002 - 2017

FIGURE 5-1
SOILS

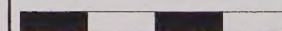
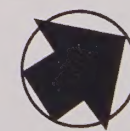
LEGEND:

- Cm** Coastal Beaches
- Df** Dune Sand
- BbC** Baywood Sand
- City Limits



PMC

Source: Soil Conservation Service



The Baywood Sand soils are gently sloping, stabilized dunes. Vegetation, usually iceplant, covers the majority of these dunes and stabilizes them. The erosion hazard tends to be slight to moderate. However, if the vegetative cover is removed these soils will be subject to severe wind and water erosion.

COASTAL EROSION

Long-term erosion of the coastline has generally occurred along Monterey Bay over the past 60 years. A study of the Sand City coastline, conducted in 1989 by Moffatt & Nichol Engineers, revealed that erosion has occurred at the rate of 3-6 feet per year from 1949 to 1988. The greatest long-term erosion occurred between 1949 and the 1970s, when the rate was about 7.5-8 feet per year. Since the late 1970s, the erosion rate has apparently slowed to 0-4.5 feet per year. Most of this erosion typically occurs along the cliffs and bluffs as a result of major storms. Past sand mining operations may have contributed as well, although the impacts of such operations are uncertain and may have been less significant than natural forces.

Based on an analysis of historical data and of sediment transport, Moffatt & Nichol calculated the shoreline position 50, 75, and 100 years into the future. In 1995, Moffatt & Nichol updated its calculations for the area north of Tioga Avenue. The future shoreline positions have been used to develop setback lines for development along the coastline as depicted in Figure 5-2. The City has adopted the Moffatt & Nichol study and the Coastal Commission endorsed it as part of its approval of the Sterling development in 1994.



Former sand mining operation

GOAL 5.3

Avoid adverse impacts of coastal erosion on development.

Policy

- 5.3.1 The City shall not permit development within the 50-year erosion setback line, as established in the Moffatt & Nichol methodology.

BIOLOGICAL RESOURCES

Vegetation

Vegetation in the undeveloped areas of Sand City consists of scattered native and non-native plant species. Within the Sand City Planning Area, five biotic communities have been identified, each with its own predominant vegetation:

1. *Coastal Strand* – Found along the coast, it consists mainly of bare sand below the mean high water mark elevation. A few pioneer plant species exist, with scattered pockets of sea rocket and beach bur.
2. *Pioneer Dune Vegetation* – This community contains scattered clusters of native and non-native pioneer species, including verbena, beach bur, sea rocket, beach evening primrose, silver rose lupine, rigput brome, and common sow thistle.
3. *Coastal Scrub* – This community is typically dominated by mock heather, beach sagewort, or buckwheat. Other native species include California coffeeberry, poison oak, and sandmat. Coastal Scrub, along with the Maritime Chaparral community, is considered by the state to be a Sensitive Plant Community.
4. *Maritime Chaparral* – This community is dominated primarily by manzanita, particularly the shaggy-bark manzanita and sandmat manzanita. However, plant species from both Maritime Chaparral and Coastal Scrub community are often found together in “transitional” communities.
5. *Ruderal/Disturbed* – Plant species in this community establish themselves in disturbed areas. Species found in such areas include red-stemmed filagree, wild radish, common groundsel, bur clover and stock.

Other native plant species found in the Planning Area include chemise and California poppy. There is also a significant amount of iceplant, a non-native exotic weed that has been planted along roadways throughout California as a bank stabilizer. Iceplant has significantly degraded habitat values by out-competing buckwheat and other native coastal plants.



Sensitive habitat areas protect dune species

Biological studies conducted for various environmental documents have identified five special status plant species within the Planning Area. A "special status species" is one designated under state or federal law or regulation as endangered or threatened or is considered by the scientific community to be rare enough to have such a listing.

The five species are:

- Monterey Bay gilia (*Gilia tenuiflora* spp. *arenaria*), listed as "endangered" on the federal list and "threatened" on the state list.



Monterey Bay gilia

- Monterey spine flower (*Chorizanthe robusta* var. *pungens*), listed as "threatened" on the federal list. This species is found in ruderal/disturbed communities.



Spineflower

- Coast wallflower (*Erysimum ammodendrum*), designated a Species of Concern by the U.S. Fish

and Wildlife Service (USFWS) and a federal Candidate 2 species (meaning additional information is needed to determine if species should be listed). It is found in the Coastal Scrub community.

- Monterey ceanothus (*Ceanothus cuneatus* var. *rigidus*), a federal Candidate 2 species. It is found east of State Route 1 in scattered locations.



Ceanothus

- Sandmat manzanita (*Arctostaphylos uva-ursi* ssp. *pumila*), a federal Candidate 2 species. Part of the



Sandmat manzanita

Maritime Chaparral community, it is also found in scattered locations east of State Route 1.

In addition, another species, Michael's rein orchid (*Piperia michaelii*), is a California Native Plant Society (CNPS) list 4 species. It does not, however, have state or federal status. Other potentially occurring special status plant species include Yaden's piperia, robust spineflower, Yaden's wallflower, Seaside bird's beak, Tidestrom's lupine and Eastwood's goldenbush.

Wildlife

Most of the wildlife in the Planning Area consists of small rodents, reptiles and birds. Rodents include the California ground squirrel, pocket gopher, Norway rat and house mouse. Reptile species include the northern alligator lizard and western fence lizard. Songbirds such as killdeer, white crowned sparrow and Brewer's blackbird have habitat in the Planning Area, and several migratory species use the area as well. Other animals known to exist in Sand City include black tailed jackrabbits, deer mice and feral cats.

Biological studies conducted for various environmental documents have identified four special status animal species which may be present within the Planning Area. These species are:

- Smith's blue butterfly (*Euphilotes enoptes smithi*), listed as "endangered" on the federal list. It is found in coastal dune areas where buckwheat exists.



Smith's Blue butterfly

- Western snowy plover (*Charadrius alexandrinus*), federally listed as "threatened" and a state Species of Special Concern. It is a small shorebird typically found along the beach above the high tide limit. Nest sites for the plover have been found along the coast north of Tioga Avenue.



Snowy plover

- Coast horned lizard (*Phrynosoma coronatum*), a state Species of Special Concern. It is found in sandy areas with a sparse shrub cover. One lizard was found in the stabilized dunes south of Tioga Avenue.



Coast horned lizard

- California burrowing owl (*Speotyto cunicularia*), a state Species of Special Concern. The availability of rodent burrows or similar shelter for roosting or nesting is an essential component of its habitat. One burrowing owl was observed in the coastal dune scrub restoration area of the Edgewater Shopping Center.



California burrowing owl

Another species, the globose dune beetle (*Coelus globosus*), may have habitat along the coast, although none have been observed within Sand City. The globose dune beetle has been designated a Species of Concern by the USFWS.

The California black legless lizard (*Anniella purchra nigra*), formerly a state Species of Special Concern and a Candidate 1 species for the federal list, has also been observed with Sand City. However, this species was not listed due to the recent discovery of significant populations in the region. The historic range of the black legless lizard extends along the coastal sand dunes from the Salinas River to the Carmel River.

Habitat Preservation and Restoration

Within Sand City, habitat conservation areas have been established in conjunction with development projects in the Destination Commercial district. As part of the Sand Dollar Center project, a 7.6 area dune restoration and habitat preservation program was undertaken by the developers as a City permitting requirement. The program, in which USGWS and the California Department of Fish and Game (CDFG) participated, provides habitat for several species of concern, including Smith's blue butterfly and Monterey Bay gilia. This program has resulted in the successful introduction of buckwheat (host plant for Smith's blue butterfly), Monterey spineflower, Monterey ceanothus, coast wallflower, sandmat manzanita and Monterey Bay gilia, as well as the black legless lizard.

As mitigation for impacts resulting from development of the Edgewater Shopping Center, a dune restoration and habitat preservation area of 4.6 acres has been created off-site on the east side of State Route 1. The development of a Coastal Habitat Conservation Plan (HCP) for the Western snowy plover habitat.

Significant habitat for the Smith's Blue butterfly and concentrations for the Monterey Bay gilia have been identified within the central portion of the East Dunes district. A draft HCP has been prepared for this area.

In 2000, the USFWS designated all of the Sand City coastal area west of Highway One as critical habitat for the western snowy plover. Therefore, any future development proposals in this area of the coastal zone will require federal Endangered Species Act Section 9 consultation with the USFWS and may require the approval of a habitat conservation plan by the USFWS. In addition, a small area of the East Dunes district is being required by the USFWS as a habitat set-aside area for the Smith's blue butterfly and other species of concern prior to allowing additional development in that area of town. The City is in close coordination with the Service regarding both areas of town.

GOAL 5.4

Manage and conserve the City's biological resources, including the ecosystem of Monterey Bay.

Policies

- 5.4.1 Wildlife habitat outside the building envelopes of the 1996 MOU along the Bay shoreline should be preserved and enhanced.
- 5.4.2 Public access should be controlled to allow regeneration of native vegetation and restoration of wildlife habitat.
- 5.4.3 The City will continue to pursue the development of a "Citywide Coast Habitat Conservation Plan," in consultation with the U.S. Fish and Wildlife Service (USFWS) and the California Department of Fish and Game (CDFG), to conserve or restore necessary habitat for special status species while permitting development within limited areas of the coast.
- 5.4.4 Where possible, link habitat protection areas either directly or by open space areas to ensure adequate habitat space and corridors for wildlife, as well as provide an open space network for the City.
- 5.4.5 Sand City shall participate in any regional planning effort to develop a regional habitat conservation plan (HCP) currently being advocated by the USFWS. Participation by the City shall not, however, inhibit the City's ability to proceed with its coastal HCP process or project-specific HCP development.
- 5.4.6 The City will continue to work with the USFWS and state CDFG to insure that the habitat needs of rare and endangered species and other species of special concern are addressed during its development review process.

Implementation Program

- 5.4.a The City shall complete preparation of a Habitat Conservation Plan for the East Dunes area and the Coastal area.

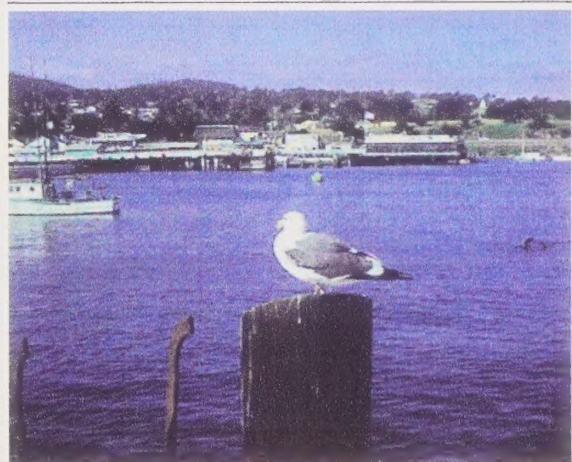
HARBORS AND FISHERIES

California Government Code Section 65302(s) states that two of the issues to be discussed in the Conservation Element are harbors and fisheries. Sand City does not have any harbors or commercial fisheries along its shoreline. The only extraction of fish within the Sand City Planning Area is from surf fishing or offshore boat fishing. Both types of fishing are recreational, not commercial.

SCENIC RESOURCES

The California Coastal Act states that "The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views, to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas."

Sand City's LCP identifies the city's viewshed as consisting of coastal views and views of the Monterey Peninsula from State Route 1. In addition, views of Monterey Bay and portions of Sand City can be seen from other areas on the Monterey Peninsula. Protection and restoration of existing coastal views from Sand City and improvements to the visual appearance of developed areas within the city are important components of the community's efforts to attract visitors and improve Sand City's regional image.



View of Monterey

As noted above, views of Monterey Bay and the Monterey Peninsula can be seen while traveling along State Route 1 through the city. These views are broken and obstructed by sand dunes and, to a

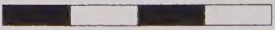
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FIGURE 5-2
SHORELINE EROSION PROTECTION

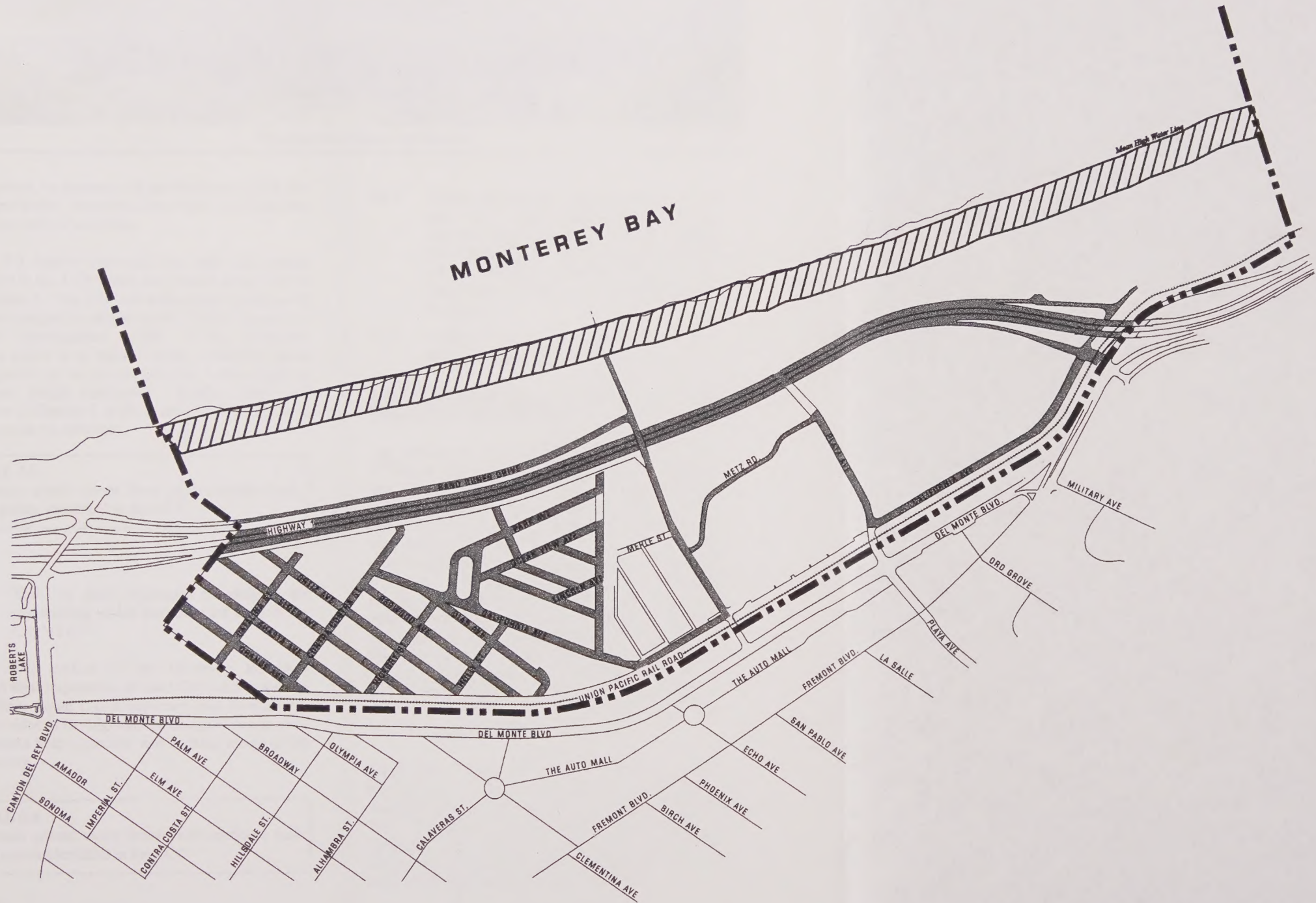
LEGEND:

 Minimum Development Setback
(178' from Mean High Water Line)

PMC
*Source:
Moffat & Nichol Engineers (1989)*







Panoramic view of Sand City's coastline

lesser extent, by remnants of past land uses which are no longer active. However, important view corridors do exist at several locations.

Figure 5-3 depicts view corridors and vista points identified in the LCP within the Coastal Zone west of State Route 1. The LCP also enumerates a number of policies designed to protect views. One of them is to prohibit development within certain corridors. Another policy is to impose certain conditions upon development so as not to obstruct views, such as maximum height limitations. Further details are available in Chapter 5 of the Sand City LCP, which is incorporated by reference.

GOAL 5.5

Maintain scenic views from view corridors and vista points identified in the LCP.

Policy

- 5.5.1 The City shall implement the policies for maintaining visual resources set forth in the City's LCP.

Since most visitors to the Monterey Peninsula develop their impression of Sand City while traveling along State Route 1, it is important that development on both sides of the highway be designed in a manner that creates both a positive and inviting image of the community.

GOAL 5.6

Maintain scenic views from view corridors and vista points identified in the LCP.

Policies

- 5.6.1 Require that new development west of State Route 1 be designed in a manner that integrates proposed structures and project features with the natural dune environment.

- 5.6.2 Ensure through the design review process that all new development and/or redevelopment projects which are visible from State Route 1 are designed in a manner which creates a positive image of the community, worthy of its Peninsula gateway location.

- 5.6.3 Maintain the view protection policies of Sand City's Local Coastal Program (LCP).

ARCHAEOLOGICAL, HISTORIC AND CULTURAL RESOURCES

A preliminary archaeological survey prepared for Sand City indicated that there is one potential area of archaeological sensitivity – the southwestern coastal portion of the city (Figure 5-4) on lands owned by the California Department of Parks and Recreation. This area has potential archaeological significance because of the existence of a recorded resource. It is possible that buried prehistoric resources may be found elsewhere within the city, although currently there is insufficient data to predict any locations. However, there is no reason to believe that any extensive archaeological resources will be located. Any resources that may be found are likely to be small, such as temporary occupation areas in the dunes, specific resource gathering or processing areas, and relatively isolated burial sites.

Sand City contains no historic resources of any significance. The city has been in existence a relatively short time, incorporating in 1960. Before that, the community hosted primarily industrial buildings and activities, none of which were historically significant. No known cultural resources exist within the Planning Area.

GOAL 5.7

Protect archeological and cultural resources of significant historic, scientific, educational and cultural value, if identified in the future.

Policies

- 5.7.1 The City will require that the development of such sites be monitored during construction. Significant artifacts will be protected and removed.
- 5.7.2 The City will monitor yearly cultural investigations recorded with the Northwest Clearinghouse at Sonoma State University.

AIR QUALITY

Sand City is located in the North Central Coast Air Basin (NCCAB), which encompasses the counties of Monterey, Santa Cruz and San Benito. Within the NCCAB, the Monterey Bay Unified Air Pollution Control District (MBUAPCD) regulates air quality. Responsibilities for planning the attainment and maintenance of federal and state air quality standards in NCCAB are jointly shared by MBUAPCD and the Association of Monterey Bay Area Governments (AMBAG).

Pollutants of particular concern in the NCCAB are ozone and particulate matter less than 10 microns (PM_{10}). Federal and state standards have been established for both pollutants. California's standards are more stringent than federal standards. The NCCAB recorded no violations of federal ozone standards since 1990, and was designated a Federal Maintenance Area for ozone in March 1997. However, the air basin has exceeded state ozone standards, though the number of violations have gone down over the 1987-1997 time period. Under the California Clean Air Act, as amended in 1992, the MBUAPCD is classified as a "moderate" ozone nonattainment area. State standards for PM_{10} are also exceeded regularly within the MBUAPCD; thus, the district is classified as a nonattainment area for PM_{10} . The main contributor of ozone is on- and off-road motor vehicles, with stationary source fuel combustion, solvents and cleaners as other significant sources. PM_{10} comes from natural sources such as sea spray and forest fires and from man-made sources such as fuel combustion and industrial processes. An analysis by the state's Air Resources Board (ARB) indicated that for 1994 and 1995 half of the district's exceedances were due to the transport of emissions from the San Francisco Bay Area.

In 1991, the MBUAPCD prepared an Air Quality Management Plan that addresses meeting the California Ambient Air Quality Standards for ozone. The plan contains an emission inventory of ozone sources and forecasts of emission rates. It also

describes measures to reduce emissions and how these measures will be implemented. The plan was updated in 1997 to revise the emission inventories and forecasts, incorporate new methodologies for calculation emissions, and bring Transportation Control Measures (TCMs) that reduce vehicle emissions into compliance with new state law. Attainment of state PM_{10} standards is addressed in the "1996 Report on Attainment of the California Particulate Matter Standards in the Monterey Bay Region."

The Monterey Bay region is generally affected by four major sources of air pollutant emissions including motor vehicles, industry, agriculture, and construction. The principal factors that affect air quality in the vicinity of Sand City are a) the "sink effect", climatic subsidence, temperature inversions and low wind speeds; b) vehicle travel; and c) mobile and stationary pollutants generated by local urban activities. Based on a review of the closest monitoring sites, Sand City is in a non-attainment district for zone and PM_{10} , although the State and Federal Standards for ozone have not been exceeded for the past three years.

PM_{10} refers to particulate matter less than 10 microns in diameter that can be inhaled. Common sources include demolition and construction activities, agriculture, traffic, and localized sources such as fireplaces. State and Federal standards for PM_{10} concentrations have only been exceeded one time at the closest monitoring station; however, the district remains in non-attainment status.

GOAL 5.8

Minimize public health hazards due to air pollution and reduce the generation of air pollutants.

Policies

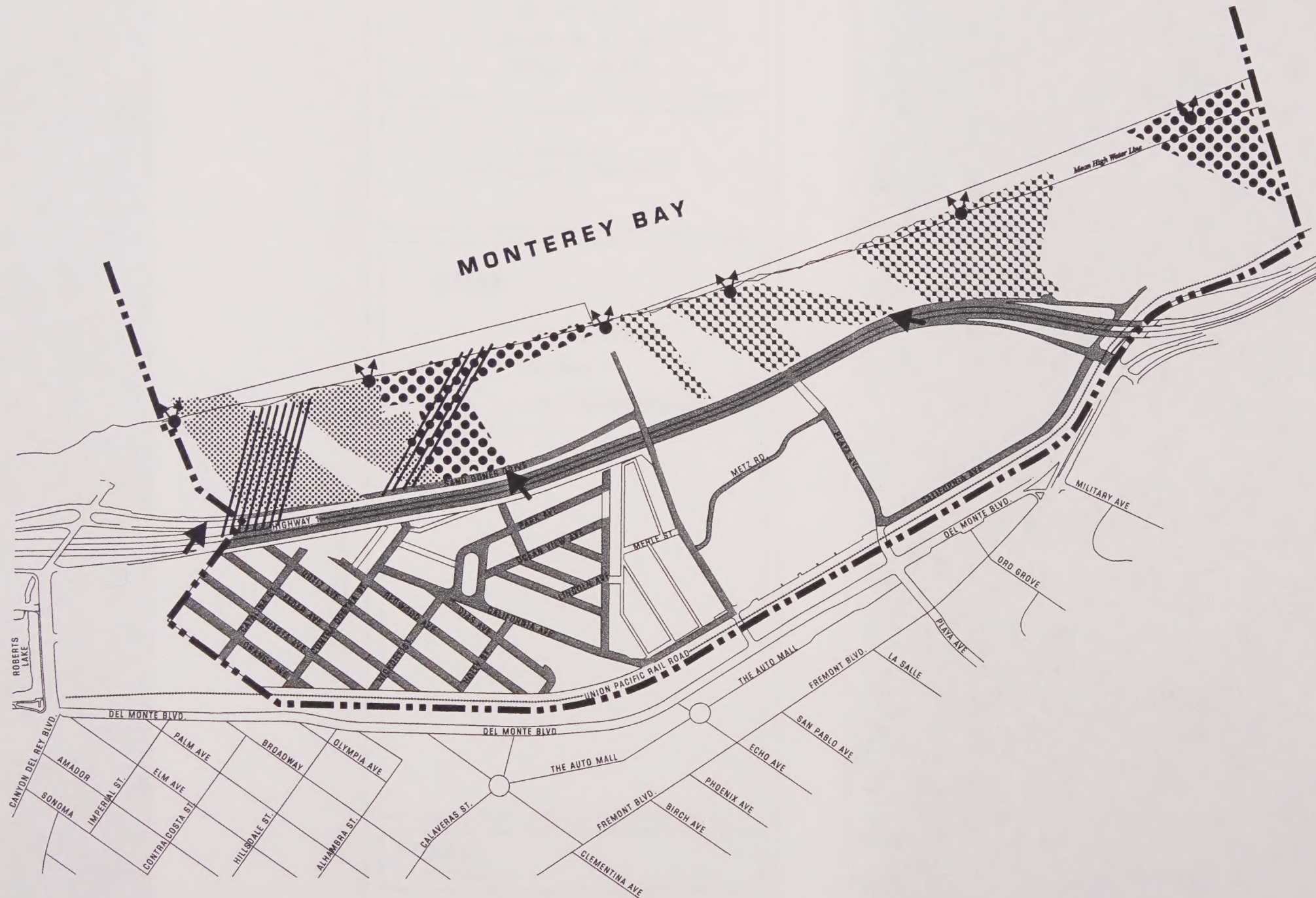
- 5.8.1 The City shall support the MBUAPC in its development of improved ambient air quality monitoring capabilities and the establishment of appropriate standards and rules to address the air quality impacts of new development.
- 5.8.2 The City shall continue to work with the MBUAPC and ARB in incorporating local and regional clean air plans into City planning activities.

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FIGURE 5-3
VIEW CORRIDORS AND VISTA POINTS

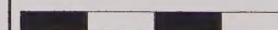
LEGEND:

-  View Corridors nv-A/nv-B South of Bay Avenue
-  View Corridors sv-A/sv-B South of Bay Avenue
-  Vista Points
-  Open View Corridors
-  View Corridors Over Development
-  Key Coastal Overviews



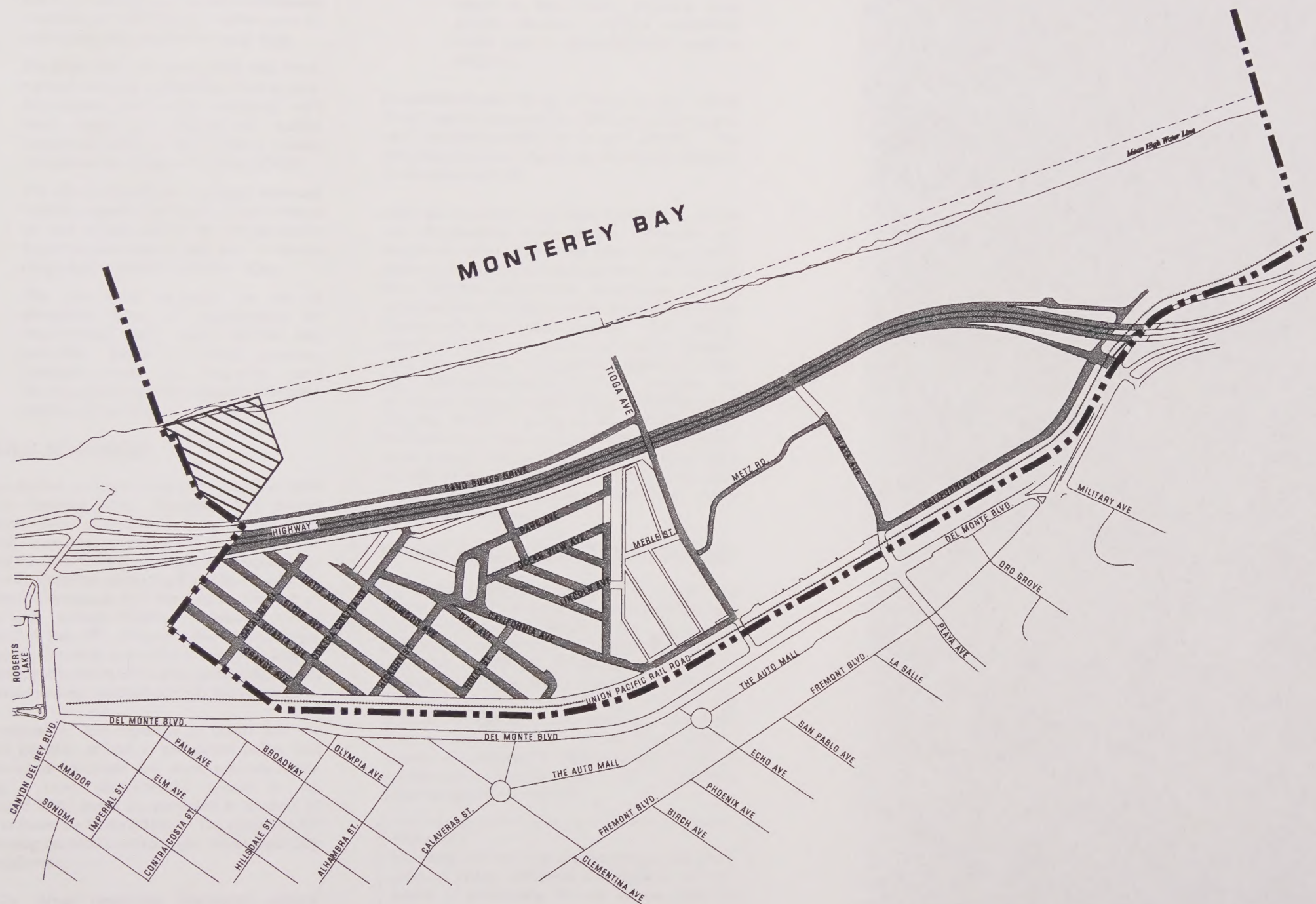
PMC

Source: Sand City LCP Land Use Plan

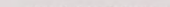


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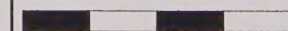
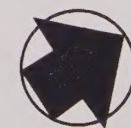
FIGURE 5-4
ARCHAEOLOGICAL SENSITIVITY



LEGEND:

-  Mean High Water Line
-  City Limits
-  Area of High Archaeological Sensitivity

PMC



- 5.8.3 The City shall strive to submit development proposals to MBUAPC for review prior to consideration by the decision make body.
- 5.8.4 The City shall continue to work with local, regional and state agencies in reviewing new development projects for conformity with local, state, and federal air quality regulations including the Monterey County Congestion Management Program (CMP).
- 5.8.5 The City shall implement planned street and highway, transit, and bikeway improvements (as may be specified in the Transportation Impact Assessment) as necessary to relieve congestion and reduce vehicular idling.
- 5.8.6 The City shall encourage the use of alternative forms of transportation by incorporating public transit, bicycle, and pedestrian modes in County planning processes and by requiring new development to provide adequate pedestrian and bicycle facilities.

MINERAL RESOURCES

Sand mining occurred in the past within the Sand City Planning Area. However, sand mining operations have ceased, and there are no other mineral extraction operations at this time. No mineral areas of statewide or regionwide significance have been identified within the Planning Area by the California Department of Conservation, Division of Mines and Geology (DMG). However, *Special Report 146 Part IV: Mineral Land Classification: Aggregate Materials in the San Francisco-Monterey Bay Area*, published in 1987, does identify the known or inferred mineral potential of lands within the city.

The purpose of this report is to ensure that the mineral potential of land is recognized before land use decisions are made that could preclude future mining. Land classifications utilized in the referenced DMG report are presented in the form of Mineral Resource Zones (MRZs). The guidelines for establishing the MRZs which apply within Sand City are as follows:

- MRZ-2a Areas containing discovered mineral deposits that are either measured or indicated reserves as determined by evidence such as drilling records, sample analysis, surface exposure and mine information.
- MRZ-2b Areas where geologic information indicates significant inferred resources

based on their lateral extension from proven deposits. Further exploration could result in upgrading these areas to MRZ-2a.

As noted in Figure 5-5, all of Sand City west of State Route 1 and a portion of the East Dunes district have been classified as MRZ-2a for sand deposits. The remaining portion of the city is classified as MRZ-2b for the same material.

Although the presence of these resources is known and documented, sand mining operations are considered incompatible with other existing and/or planned development including state and regional park facilities, future resort development, and the establishment of housing within the North of Tioga Coastal and East Dunes districts. Sand mining operations would also conflict with other community goals such as improving the overall appearance of the city, reducing/eliminating land use conflicts and restoring/enhancing coastal habitat. Therefore, Sand City has adopted a policy of not allowing the re-establishment of any mining within the city limits. As an economic incentive, the LCP also specifically encourages the redevelopment of previously mined coastal sites by allowing significant resort development opportunities.

ENERGY RESOURCES AND CONSERVATION

Electricity and natural gas is provided to Sand City by Pacific Gas & Electric Company (PG&E) and Duke Energy. Further details on these services are given in the Circulation Element of this General Plan. Continued development of Sand City will increase the demand for these energy resources. The State of California currently requires that energy-saving measures be applied to new dwellings through the Uniform Building Code. Sand City currently requires all buildings to conform with the energy conservation requirements of California Administration Code Title 25.

GOAL 5.9

Encourage the use of alternative energy sources and promote energy efficiency and conservation as a means of minimizing the use of non-renewable energy.

Policies

- 5.9.1 The City supports and implements programs providing alternatives to conventional

private vehicles, such as the Sand City electric bus shuttle service.

- 5.9.2 The City will promote energy conservation and the use of renewable energy resources.
- 5.9.3 The City will encourage site and building design that incorporates energy conservation measures and takes advantage of passive heating opportunities. Such design features include, but are not limited to, concentration of southern-facing windows and skylights, avoidance of north-facing windows, orientation of streets in an east-west alignment to encourage southern exposure of buildings, and construction of attached dwellings which promote energy efficiency.

SOURCE REDUCTION AND RECYCLING

In 1989, the state legislature passed Assembly Bill (AB) 939, also known as the California Integrated Waste Management Act. This legislation was a response to the decreasing availability of landfill space. AB939 requires cities and counties to reduce the volume of waste sent to landfills by 25 percent by the year 1995, and 50 percent by the year 2000. Cities and counties are required to prepare a Source Reduction and Recycling Element (SRRE) that identifies how they will meet the waste reduction goals. In compliance with AM939, Monterey County and all incorporated areas within, including Sand City, adopted a multi-jurisdictional SRRE in 1995.

In 1990, Sand City generated 613 tons of waste, of which only 57 tons were diverted from disposal. As established in the SRRE, Sand City's goals was to divert 28.2% or 1,786 tons of its waste by 1995, and its goal is to divert 56.1% or 5,118 tons of its waste by 2000. The 1995 objective was to have been achieved mainly by more recycling, but also by source reduction programs such as yard waste collection and government procurement policies. In 1998, San City diverted 37% of its waste. In 1999, the City entered into a "good faith" agreement with the Integrated Waste Management Board to increase its waste diversion efforts. In 2000, the City attained a waste diversion rate of 48%.

Several programs that deal with solid waster are planned, or in the operation, in Sand City. In 1991, the City began a curbside recycling program under a cooperative arrangement with Carmel Marina Waste Management Corporation (now USA Waste Management), the company that handles the city's solid waste. The City has one drop-off recycling center but no buy-back centers. Several private

enterprises operating in the Sand City area also contribute to waste reduction: food banks, thrift stores and charitable collections, tire recapping, xeriscaping, non-franchise recycling and tree recycling/mulching.

If determined feasible, USA Waste Management is scheduled to begin a yard waste curbside collection program for commercial businesses in Sand City. Similar programs for residential yard waste collection may be initiated as more housing units are constructed with the city. USA Waste Management is also planning to work with large vendors who currently handle their own compacting equipment for cardboard wastes to more accurately track the City's diversion credits for those materials.

GOAL 5.10

Reduce the amount of waste generated in the city that goes to the Marina landfill.

Policies

- 5.10.1 The City shall strive to meet the objectives set forth in the Source Reduction and Recycling Element.
- 5.10.2 The City shall encourage reuse and recycling activities by private citizens, businesses and organizations.

PARK AND RECREATION FACILITIES

Sand City currently has one city park within its city limits – Calabrese Park adjacent to City Hall. This Park has picnic and playground facilities in a naturalized dune environment. Many California cities have adopted the standard of providing 3-5



Calabrese Park

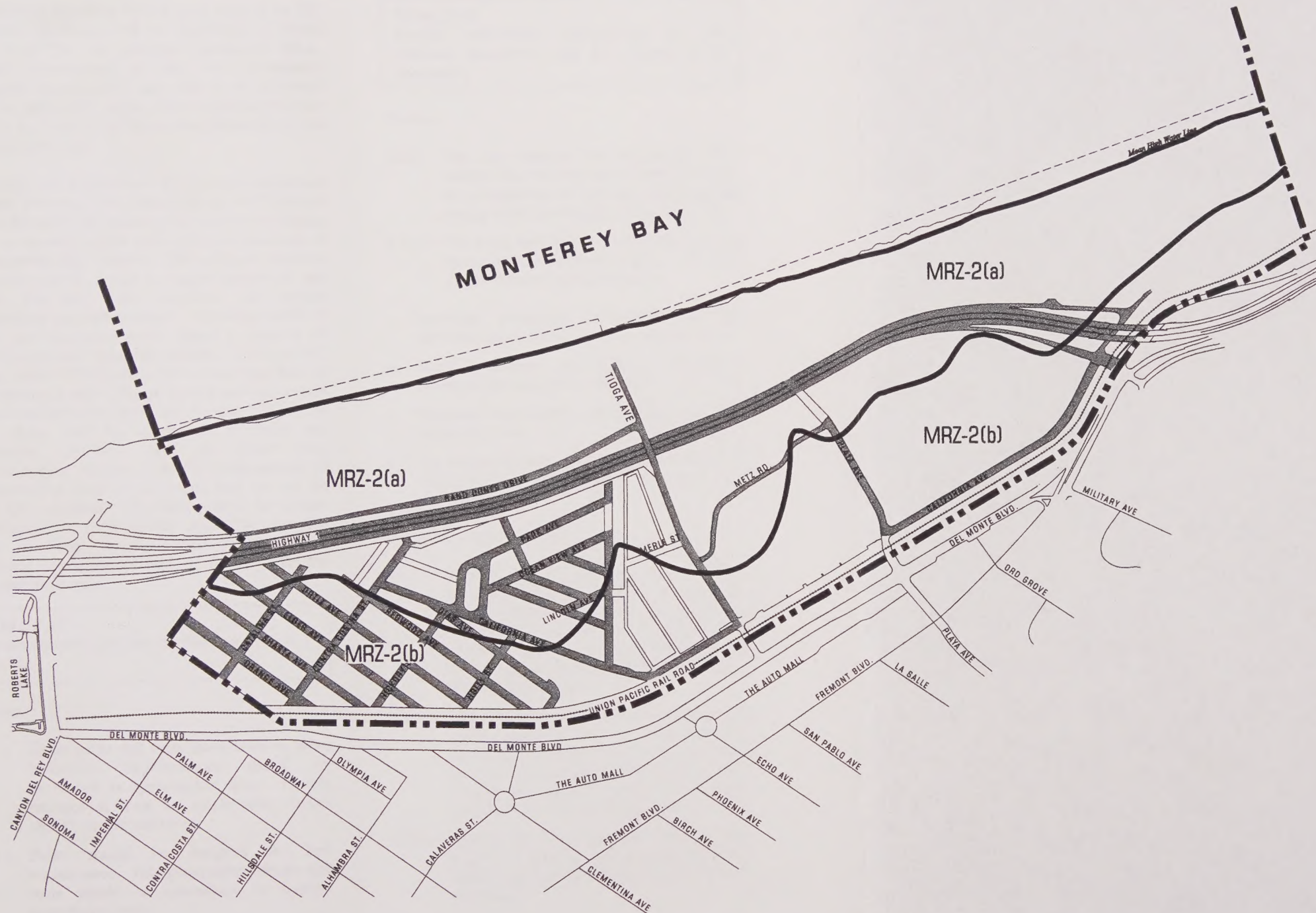
acres of neighborhood and community parks for every 1,000 residents. By this standard, Sand City

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FIGURE 5-5
MINERAL RESOURCE ZONE

LEGEND:

- MRZ-2(a) Areas containing discovered mineral deposits that are either measured or indicated reserves as determined by evidence such as drilling records, sample analysis, surface exposure and mine information.
- MRZ-2(b) Areas where geologic information indicates significant inferred resources based on their lateral extension from proven deposits. Further exploration could result in upgrading these areas to MRZ-2(a).



PMC

Source:
California Division of Mines and Geology



falls short of providing for the park needs of its 261 residents. However, with the availability of beach area, Sand City has adequate recreational space. Further development of the city, particularly residential development, may lead to an increased need for park area. Some public recreational space may be provided in the future redevelopment of the Robinette property.

The California Department of Parks and Recreation and the Monterey Peninsula Regional Park District (MPRPD) are in the process of an extensive planning effort to develop a new state park along portions of the Monterey Bay coastline. The parks are intended to include public access to coastal properties and beach, day use, dune restoration and habitat preservation and enhancement. The Department of Parks and Recreation owns almost a majority of small lots on the Sand City coastline south of Fell Street, while MPRPD owns 180 vacant small lots on the coastline south of Tioga Avenue and has a deed of trust on the former dumpsite. In April 1996, Sand City, along with the Department of Parks and Recreation, MPRPD and the Sand City Redevelopment Agency, signed a Memorandum of Understanding (MOU) concerning land use on the Sand City coastline. The MOU allows for certain development to occur on the Sand City coastline north of Tioga Avenue while permitting the continued acquisition of land on the coast for the proposed state park.

GOAL 5.11

Ensure adequate park sites for future growth in the city.

Policies

- 5.11.1 Small parks and open space areas to serve individual neighborhoods should be developed as opportunities arise. Passive recreational areas for employment centers should also be addressed.
- 5.11.2 Parks should be designed for low maintenance. Drought-resistant shrubs and trees should be encouraged in passive recreational areas.
- 5.11.3 Parks shall be designed to give individuals a sense of security and well-being and should invite use and allow surveillance by surrounding residents of businesses.

GOAL 5.12

Provide recreational opportunities for city residents, employees, and for visitors to the community.

Policies

- 5.12.1 The City supports the development of a railroad right-of-way linear park if feasible, by participating in its detailed planning and urging early financing for its development.
- 5.12.2 The Land Use Plan illustrates the proposed recreation and open space plan. The open space system should provide for:
 - Increased pedestrian accessibility to the shoreline, except in ecologically sensitive areas
 - Local pedestrian and bicycle connections between parks and residential areas
 - Increased recreational opportunities in older residential areas
 - An integrated open space systems so that all residents may reach the major open space areas easily and safely

Implementation Programs

- 5.12.a The City will contribute an earmarked percentage of future transient occupancy tax (TOT) revenues toward the preservation of westside habitat and the development of passive recreational opportunities and coastal access on the shoreline and dunes, west of State Route 1.
- 5.12.b The City shall observe the provisions of the 1996 Memorandum of Understanding, which include agreement that the acquisition and disposition of land in the South of Tioga Coastal area for park purposes is consistent with the City's General Plan and LCP.
- 5.12.c Should the City determine that the need exists, the City may adopt an in-lieu fee to finance any needed new park and recreation facilities.

PUBLIC ACCESS

One of the key provisions of the Coastal Act is to maximize public access to and along the coast. Specifically, Public Resources Code Section 30500(a) requires that jurisdictions include a public access component in their LCPs.



Coastline in Sand City

The Coastal Commission has defined three forms of public access:

1. Vertical access – access from the first public roadway to the shoreline
2. Lateral access – public access and use along the shoreline
3. Blufftop access – access for public viewing of the shoreline along bluffs, rather than along the shoreline where no beach area exists

Only one form of public vertical access exists within Sand City – the Bay Avenue right-of-way, which allows access from a public right-of-way to the beach. Lateral access is physically unrestricted from the city's southern limits to the seawall, lateral access continues, but it may not be available during times of high tide. Blufftop access exists at the bluffs at the old landfill site. In addition, visual access is utilized at the end of Bay and Tioga Avenues, along Vista Del Mar Street (which may be converted to a pedestrian promenade or habitat), and along the bluffs at the old landfill site where people walk to and along the coast. Also, a major new addition to visual access is provided via the 1998 coastal bike route.

The level of use of accessways in Sand City appears to have been minimal, due to the lack of developed facilities and the availability of other accessways within the region. The Sand City LCP contains policies designed to improve public access to the coast. Among the policies requiring future shorefront developments to provide access by dedication of easements or in-lieu fees, minimum standards for developed public accessways, and cooperation with landowners and public agencies in developing and managing public accessways.

The following list identifies the primary criteria used to determine the exact locations where access ways are developed:

- Minimize alteration of natural land forms
- Conform to existing contours
- Blend in with the visual character of the setting
- Prevent unwarranted hazards to land and public safety
- Minimize conflicts with adjacent or nearby established uses and wide enough to permit placement of a trail and/or fence and a landscape buffer
- Prevent misuse of sensitive coastal resource areas

Access opportunities are anticipated to increase with the development of planned state and regional park facilities and expanded use of the bike path. Efforts are being made to facilitate the development of a state park in the coastline area south of Tioga Avenue. North of Tioga, the MPRPD has received two grants which completed reconfiguration of the old landfill site, including the provision of public access facilities and open space. The Sand City LCP designates a portion of the former Lonestar mining site at the north end of the North of Tioga Coastal district along the coastline for public recreation.

GOAL 5.13

Maintain and improve public access to the Sand City coastline.

Policy

- 5.13.1 The City shall implement all policies to improve public access to the coastline that are set forth in the City's Local Coastal Program and 1996 MOU.

OPEN SPACE FOR PUBLIC SAFETY

Government Code Section 65560(b)(4) states that among open space land to be discussed in the open space element is "Open space for public health and safety, including, but not limited to, areas which require special management or regulation because of hazardous or special conditions such as earthquake fault zones, unstable soil areas, flood plains, watersheds, areas presenting high fire risks, areas required for the protection of water quality and water reservoirs and areas required for the protection and

enhancement of air quality.” The City has adopted an erosion setback line, as shown in Figure 5-2, to prevent development in coastal areas subject to erosion. Thus, coastal land beyond the setback line is considered open space for public health and safety. Areas identified by the Federal Emergency Management Agency (FEMA) as subject to a 100-year flood are discussed within the Public Safety and Noise Element.

CONSERVATION OF NATURAL RESOURCES WITHIN THE COASTAL ZONE

The Sand City Coastal Zone contains sand dunes that are part of the Monterey Sand Dune complex that has been characterized by the state as a unique resource. Generally, dunes provide aesthetic amenities, erosion protection from wind and storms when stabilized by vegetation, and can display examples of native vegetation within a fragile ecological community. Sand City’s Coastal Zone has two distinct dune areas: west of State Route 1 and east of State Route 1. The dunes west of the highway have been severely disturbed, with little plant life other than non-native invasive species. The dune area east of State Route 1 is more ecologically diverse, with five identified locations of remnants of the Coastal Strand ecological community or ecotones between Coastal Strand and inland communities. These locations provide areas of habitat for native species and some rare and endangered species such as wallflower, Monterey ceanothus, sandmat manzanita and Smith’s blue butterfly.

The Coastal Act requires protection of habitat values within environmentally sensitive areas. This means not only protection of rare and endangered plants, but also protection and/or enhancement of the dune coastal strand community within the environmentally sensitive habitat area. Generalized locations of sensitive areas have been identified. Unless a more comprehensive habitat conservation strategy is prepared and adopted, future developments within these areas will be subject to site-specific review to determine exact locations of habitats and to incorporate mitigation measures to minimize habitat impacts. Although no new development has taken place within the Sand City west side Coastal Zone, a few projects on the east side of the city have had to provide habitat protection areas, most notably the Sand Dollar and Edgewater Shopping Centers.

Future development west of State Route 1 should consider dune management programs as part of the development. Dune management programs can take the form of stabilization and/or restoration.

Restoration means that the dunes are restored to their native plant condition. Restoration is a long-range process requiring rigid control of human access to be effective. Nevertheless, some land west of State Route 1 provides opportunities for dune restoration, mainly the land owned by the California Department of Parks and Recreation. Dune stabilization and restoration has also been proposed in association with future development north of Tioga Avenue. Further information on policies that conserve natural resources in the Coastal Zone are in the Sand City LCP, incorporated by reference.

6.0 PUBLIC SAFETY AND NOISE

Public Safety and Noise

INTRODUCTION

Safety hazards can occur as either the result of the actions of nature or the works of people. The intent of a Safety Element is to document potential hazards that must be considered when planning the location, type, and density of development throughout the Planning Area. A major objective is to reduce potential loss of life, injuries, and property damage.

California Government Code Section 65302(g) requires the inclusion of a Safety Element within a community's General Plan to ensure "... the protection of the community from any unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslides and landslides; subsidence and other hazards known to the legislative body; flooding; and wild land and urban fires."

The Safety Element is also required to address evacuation routes, peak load water-supply requirements, and minimum widths and clearances around structures as those items relate to identified fire and geologic hazards. Maps of known seismic and other geologic hazards are another mandatory component of the element. The location of regional fault systems and their activity is presented in Figure 6-1. Seismic features within Sand City are depicted in Figure 6-2. Evacuation routes and critical structures are shown on Figure 6-3.

Government Code 65302(f) also requires a city or county's General Plan to include a Noise Element that identifies and appraises noise problems in the community. The primary purpose of the Noise Element is to protect citizens from exposure to excessive noise levels. Therefore, the Noise Element must include implementation measures and possible solutions designed to protect the community from existing and foreseeable noise problems.

In accordance with Government Code Section 65301(a) Sand City has chosen to place all issues related to the health, safety, and well-being of its citizens within one element, except for air and water quality which are discussed in the Conservation/Open Space Element. Sand City's Public Safety and Noise

Element has been prepared in compliance with state law and addresses all mandatory components of both the Safety and Noise Elements. Specific topics addressed include:

- Seismic and Geologic Hazards
- Storms and Winds
- Flooding
- Fire Hazards and Protection
- Crime Prevention
- Airport Related Hazards
- Emergency Preparedness and Response
- Hazardous Materials
- Critical, Sensitive and High Occupancy Facilities
- Evacuation Routes
- Characteristics of Noise
- Community Noise Survey
- Transportation Noise Sources
- Stationary Noise Sources

SEISMIC AND GEOLOGIC HAZARDS

As described in the Conservation and Open Space Element, soils within the Sand City area consist of dune sands derived from sedimentary materials that were deposited between 3,000 and 30,000 years ago. The following section discusses other aspects of the local geology and associated safety issues.

Earthquakes and Associated Hazards

Sand City, as well as the surrounding region, is



Seismograph

located in a seismically active area. The Uniform Building Code indicates that Sand City is located within a Seismic Zone 4. Major fault zones that occur

in the vicinity of Sand City include the Monterey Bay Fault Zone immediately west of Sand City in the Monterey Bay, the San Andreas Fault Zone approximately 20 miles to the northeast, and the Palo-Colorado-San Gregorio Fault Zone located approximately 12 miles to the west. These zones are all considered to be seismically active and capable of generating major earthquake activity. In addition, two concealed faults, which are part of the Monterey Bay Fault Zone, have been inferred to be underneath Sand City itself. According to information provided by the State Geologist's Office in 1998, these faults, known as the Seaside and Ord Terrace faults, were last evaluated by the state in 1984. At that time, no surface faulting was found on either fault. These faults are considered to be "Pre-Quaternary" which means no movement has occurred in the last 1.6 million years. Consequently, they are not subject to Alquist-Priolo special study requirements, since they are not considered to be potentially active.

Due to the presence of these faults and fault zones, several potential primary and secondary earthquake effects could impact Sand City. Primary effects typically include surface rupture and ground shaking. Secondary effects include liquefaction, ground lurching, lateral spreading, and tsunamis. The most likely hazards are ground shaking and liquefaction. The primary and secondary effects listed above are described in more detail in the following paragraphs.

Surface Rupture

Surface rupture consists of a break or crack in the ground's surface generated by seismic activity, usually in close proximity to a fault. Since the State Geologist's Office has determined that the faults located beneath Sand City are "Pre-Quaternary" surface rupture within the city is extremely remote.

Ground Shaking

Based on the number of active fault zones within the vicinity of Sand City it is likely that the community will experience strong seismically induced ground shaking in the future. Fault movement causing ground shaking is the most significant hazard to man-made structures and could cause widespread damage. However, no serious damage occurred within Sand City during the most recent large scale seismic event in the region, 1989 Loma Prieta earthquake, which registered 7.1 on the Richter Scale.

Nevertheless, each seismic event is unique and the ground motion created by seismic waves is not constant, since it is directly related to the type of material and surface topography through which the

waves pass. Studies confirm that ground shaking can be more severe and last longer in thick alluvial sediments and thick aeolian (wind blown) sand deposits than in areas of solid rock. Data provided by the California Division of Mines and Geology indicates that the Peak Ground Acceleration (PGA) for commercial and residential structures in Sand City is 0.42g. Compliance with the seismic safety requirements of the Uniform Building Code is essential to ensure that damage created by ground shaking is minimized.

Lateral Spreading

Lateral spreading is a secondary result of severe shaking and includes the actual horizontal movement of unconfined alluvium toward lower areas. During the 1906 earthquake, lateral spreading occurred between what is now Seaside and the Naval Postgraduate School when the railroad tracks settled nearly four feet and the rails were twisted. (T.L. Yound and S.N. Hoose)

Lurch Cracking

Near surface cracks in alluvium can occur as a result of severe ground shaking. Lurch cracking can also disrupt foundations and contribute to landslides on slopes. It has been noted that during the 1906 earthquake the ground, in areas between Castroville and Monterey, opened and shut, and mud spurted from the fissures. (T.L. Yound and S.N. Hoose)

Liquefaction

Liquefaction is the complete loss of supportive strength of water-saturated sediment when subjected to ground shaking. This is known to occur most often in uniform sandy sediments with high water tables. When saturated sand deposits are shaken, any redistribution that increases the compaction must displace the surrounding water. Since water does not compress, it flows between the moving sand grains, preventing the normal friction of grain content. The whole mass is able to flow; and, like quicksand, any structure that was once supported on the site sinks into a fluid mass. Liquefaction can occur below the surface affecting upper levels and can also cause landslides, even on very shallow one- to two-degree slopes.

The liquefaction susceptibility of various locations within Sand City is presented in Figure 6-4. As indicated in the figure, liquefaction susceptibility is greatest within the dune formations closest to the ocean, although the actual hazard rating is moderate.

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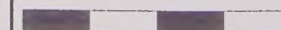
FIGURE 6-1
REGIONAL FAULT ACTIVITY MAP



LEGEND:

- Holocene Fault**
(Displacement during past 10,000 years)
- Late Quaternary Fault**
(Displacement during past 700,000 years)
- Quaternary Fault**
(Age undifferentiated - most faults show displacement during past 1.6 million years)
- Pre-Quaternary Fault**
(Displacement older than 1.6 million years or fault without recognized Quaternary displacement not necessarily inactive)
- Reverse Fault**
- Bar and Ball on Downthrown side**
- Fault segment associated with significant linear trend of accurately located epicenters (0.20 and greater)**

PMC



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FIGURE 6-2
SEISMIC FEATURES WITHIN SAND CITY

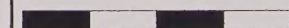
LEGEND:

-  Generalized Location of Concealed Pre-Quaternary Fault (inactive)
-  City Limits



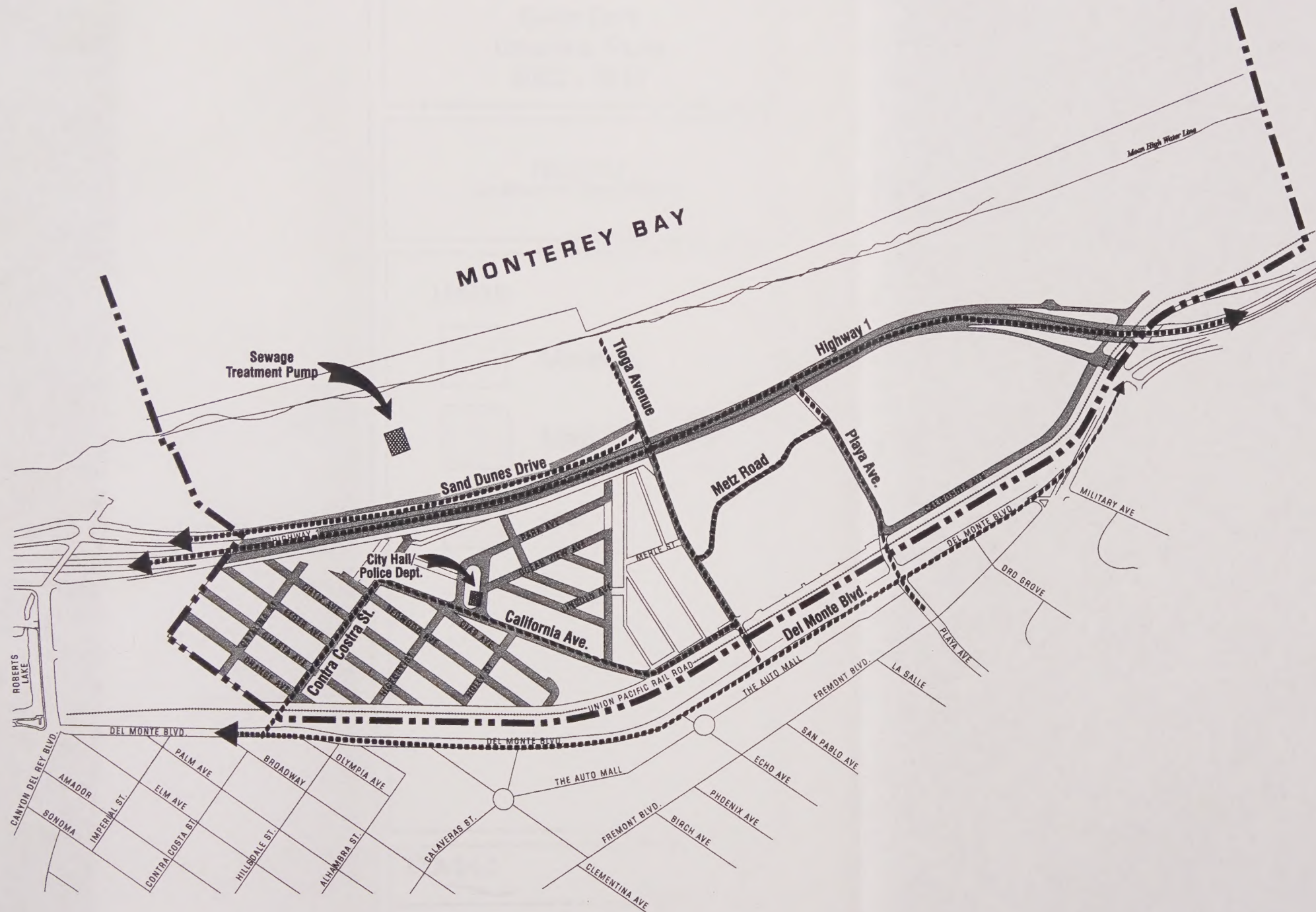
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Source: USGS (Dupre 1990)



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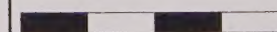
FIGURE 6-3
EVACUATION ROUTES AND CRITICAL STRUCTURES



LEGEND:

- Potential Evacuation Route
-  Critical Structure
- City Limits
- ++++ Union Pacific Rail Road

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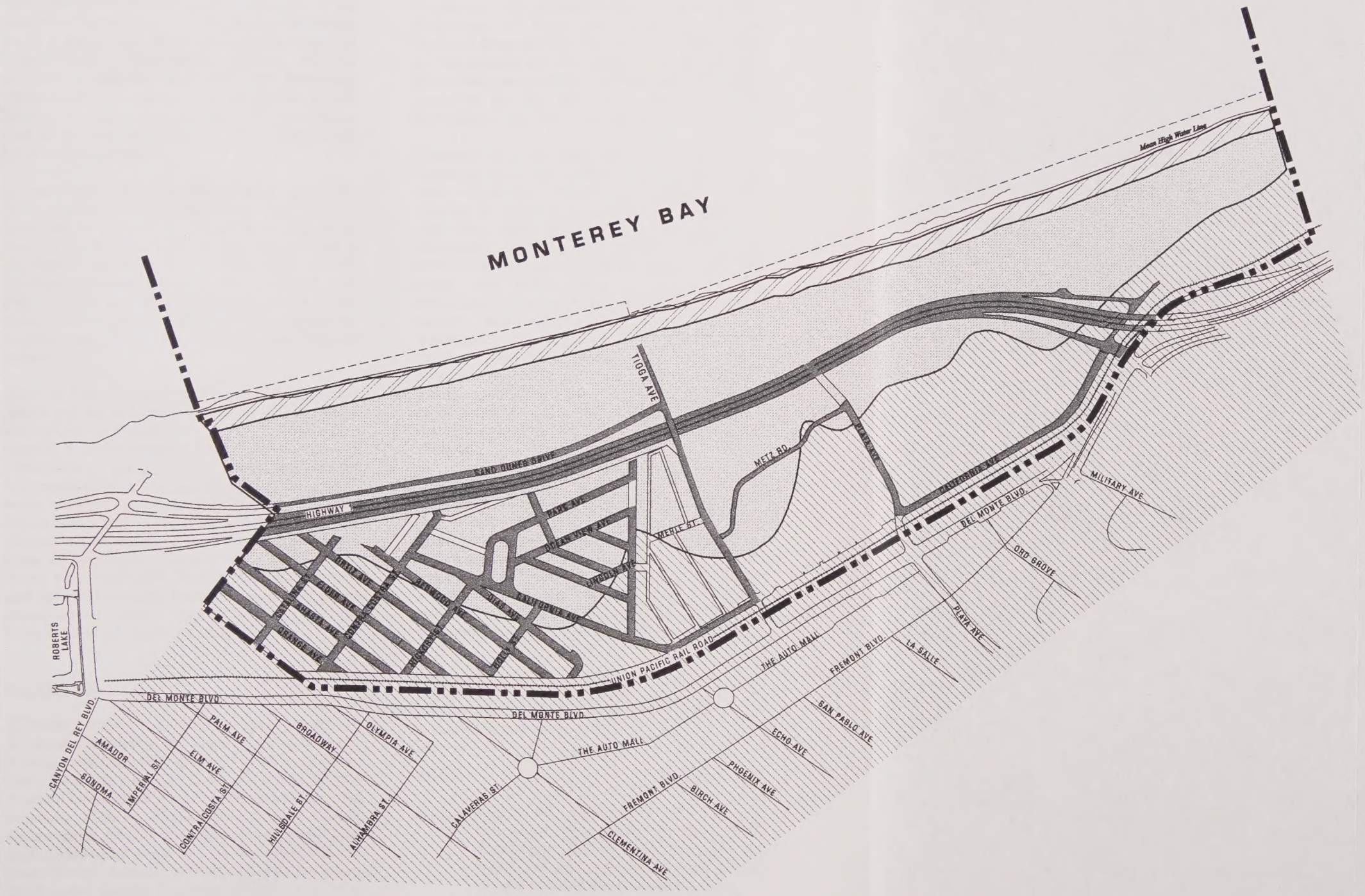
FIGURE 6-4
LIQUEFACTION SUSCEPTIBILITY

LEGEND:

Moderate

Moderate to Low

Low



PMC Source: USGS (Dupre)

The windstorms that occurred during the spring of 1999 were extremely strong and continuous. This resulted in damage caused by the drifting sand along the Sand City section of the Monterey Bay Regional Bicycle Trail. Remediation methods will be coordinated with the State Park and Recreation District staff with regard to the placement of drift fencing, straw plugs, and planting. The source of the sand is the open barren area between Sand Dunes Drive and the shoreline.

As described within the Conservation and Open Space Element, a study of the Sand City coastline, conducted in 1989 by Moffatt & Nichol Engineers, revealed that erosion of the coastline had occurred at the rate of 3 to 6 feet per year from 1949 to 1988. Development setbacks depicted in Figure 5-2 have been adopted and implemented as a result of the study. No significant erosion of the coastline has occurred since coastal sand mining operations have ceased.

The U.S. Army Corps of Engineers Coastal Research Center and the California Department of Navigation and Ocean Development operate a cooperative program to study shoreline erosion. The California Department of Navigation and Ocean Development has found the Monterey Bay shoreline in this area to be receding eastward over a period of 39 years. This finding was confirmed by the referenced 1989 study prepared for the Sand City area. While the erosional force of the Pacific Ocean is the primary cause, severe storms that come into the Monterey Bay area also contribute to coastal erosion. A more detailed discussion of coastal erosion is located in the Conservation and Open Space Element.

FLOODING

Floods become catastrophic when people or structures occupy the flood plain of a major drainage area. The 13.4 square mile Canyon Del Rey Basin bordering Sand City to the south is the largest drainage basin within the Monterey Peninsula. The Monterey County Flood Control and Water Conservation District has classified this basin as having inadequate drainage to handle historical and future floods. However, most of Sand City is not in a flood hazard area as determined by the 1986 Flood Insurance Rate Map (FIRM) published by the Federal Emergency Management Agency (FEMA).

As shown in Figure 6-5, the FIRM map indicates that the only area within Sand City subject to a 100-

year flood is a small section of land north of Bay Avenue and west of State Route 1. The California Department of Parks and Recreation and the Monterey Regional Park District have acquired much of this property and are incorporating the area into future state park facilities. Any permanent structures developed in the area would have to utilize appropriate flood protection measures.

Although most of Sand City is outside of any designated flood zone, during times of wet weather water can be seen ponding in roadways. Minor flooding of private properties has also occurred. In most cases, these problems can be attributed to an inadequate storm drainage system. Among the deficiencies are an insufficient amount of catch basins and storm drains, a lack of street improvements (curbs and gutters) needed to properly channel runoff into the collection system, and inadequate cross slopes on many of the existing streets. The 1990 Public Works Master Plan proposes several improvements to the drainage system, principally in the Old Town area where most of the problems exist. More information on the storm drainage system can be found in the Circulation Element.

California Government Code 65302(h) also requires a discussion of hazards that could occur as a result of dam failure. Sand City is not located within the projected inundation area of any existing dam. Future proposals to increase water supplies in the region may involve dam construction. Potential regional impacts and hazards associated with those structures would be evaluated by not only the project proponent, but all affected jurisdictions.

GOAL 6.2

Protect the lives and property of residents and visitors from flood hazards.

Policy

- 6.2.1 Avoid the development of permanent structures within the 100-year flood zone. In instances where development is necessary within this zone, require that the facility be designed so that the finished floor elevation of the structure is at least 1 foot above the established 100-year flood elevation or that any non-habitable structure be appropriately flood-proofed.

Liquefaction susceptibility generally decreases in correlation to the distance inland that a site is located. Since the potential for liquefaction to occur is not only based upon the type of soil, but also the distance to ground water, Standard Penetration Tests and bore holes should be required for all projects. *Special Publication 117, Guidelines for Evaluating and Mitigating Seismic Hazards (1997)*, prepared by the California Division of Mines and Geology, has been incorporated into the technical appendix for the General Plan and identifies specific requirements.

Landslides

Landslides could be initiated by ground shaking resulting from an earthquake of severe magnitude in Sand City or nearby. The most likely place for landslides to occur in the city is the coastal bluff area north of Tioga Avenue. Erosion setbacks established by the City through adoption of the 1998 Moffat-Nichol study sufficiently mitigates this potential hazard.

Tsunamis

Because Sand City lies along the Pacific Coast, it may be subject to tsunami (tidal wave) hazards. A tsunami, also known as a seismic sea wave, is typically generated by an earthquake or some other force causing displacement of the ocean bottom. Projections of distant source tsunamis indicate that the 100- and 500-year events would have a run-up of 6 feet and 11.5 feet, respectively. It should be noted that although local-source tsunamis may also affect the area, no precise run-up hazard has been determined for these events. In view of the potential impacts resulting from tsunamis, these hazards should be evaluated when considering development plans along the coast and in the lowest lying portions of the city. In any case, the basic properties of a tsunami should be understood.

1. A tsunami is not a single wave but a series of waves, and the first wave is not necessarily the largest.
2. The swift currents generated by receding or incoming waves are an additional hazard that can damage moored boats and marinas.
3. Immediately before a tsunami (or after the first wave), water may withdraw from the coast, exposing large areas of the shore.

GOAL 6.1

Reduce the potential for injury, loss of life, and property damage resulting from seismic activity.

Figure 6-5 presents a Tsunami Hazard Map that illustrates the location of such hazards along the Monterey Peninsula coastline.

Policies

- 6.1.1 All new buildings and structures shall conform to the latest seismic safety standards of the Uniform Building Code.
- 6.1.2 Before permitting development or redevelopment, the City shall require the preparation of a soils engineering and/or geotechnical analysis of the site. This analysis shall conform to the requirements outlined in Special Publication 117, address potential hazards, and suggest appropriate mitigation measures.
- 6.1.3 Encourage owners of existing structures that do not conform to current seismic safety standards to upgrade their facilities.

Implementation Program

- 6.1.a. The City shall adopt the most recent version of the Uniform Building Code to implement policies 6.1.1 and 6.1.2.

STORMS AND WIND

According to Monterey Peninsula Airport records, the annual average occurrence for winds in excess of 20 knots (23 miles per hour) is about three hours per year in the Seaside/Sand City/Monterey area. Ocean wave damage to this portion of Monterey Bay is rare. Rainstorms have caused localized flooding in Sand City, mainly due to an inadequate storm drainage system. This issue is discussed in the General Plan section on flooding.

Sand City is also vulnerable to dune migration resulting from the erosional force of both wind and water. Periodically, dune migration over State Route 1, the Coastal Bike Path, and Sand Dunes Drive, as well as other minor roads in Sand City, occurs. The sand dune formations in Sand City are illustrated in Figure 6-6. Caltrans handles sand problems on State Route 1 and the Public Works Department maintains roads, bicycle paths, and streets within the city limits.

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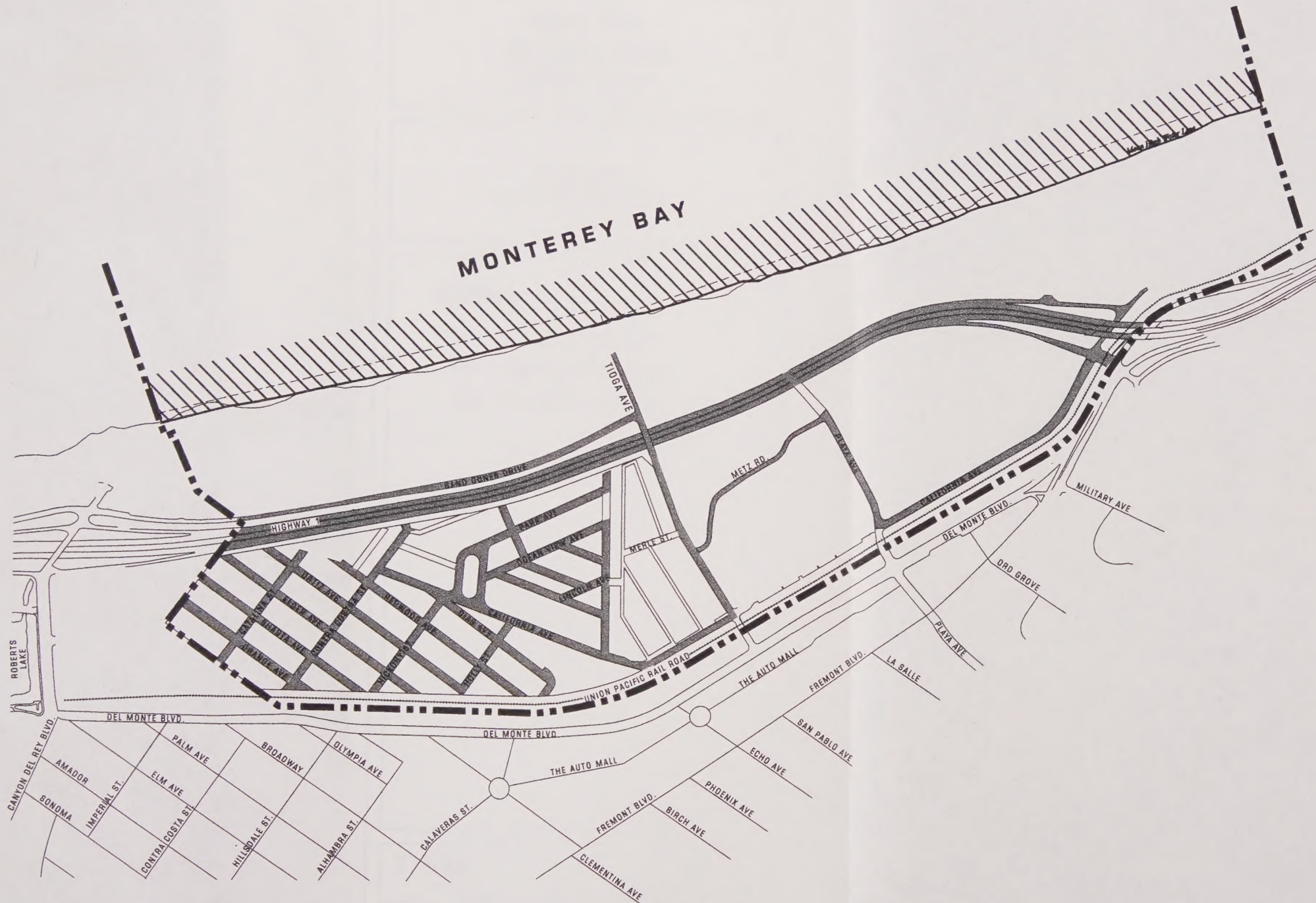
FIGURE 6-5
TSUNAMI HAZARD ZONE

LEGEND:



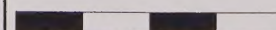
Tsunami Hazard Area

Note: Hazard area incorporates entire city coastline. Shoreline and/or inland damage extent depends upon the size of tsunami.



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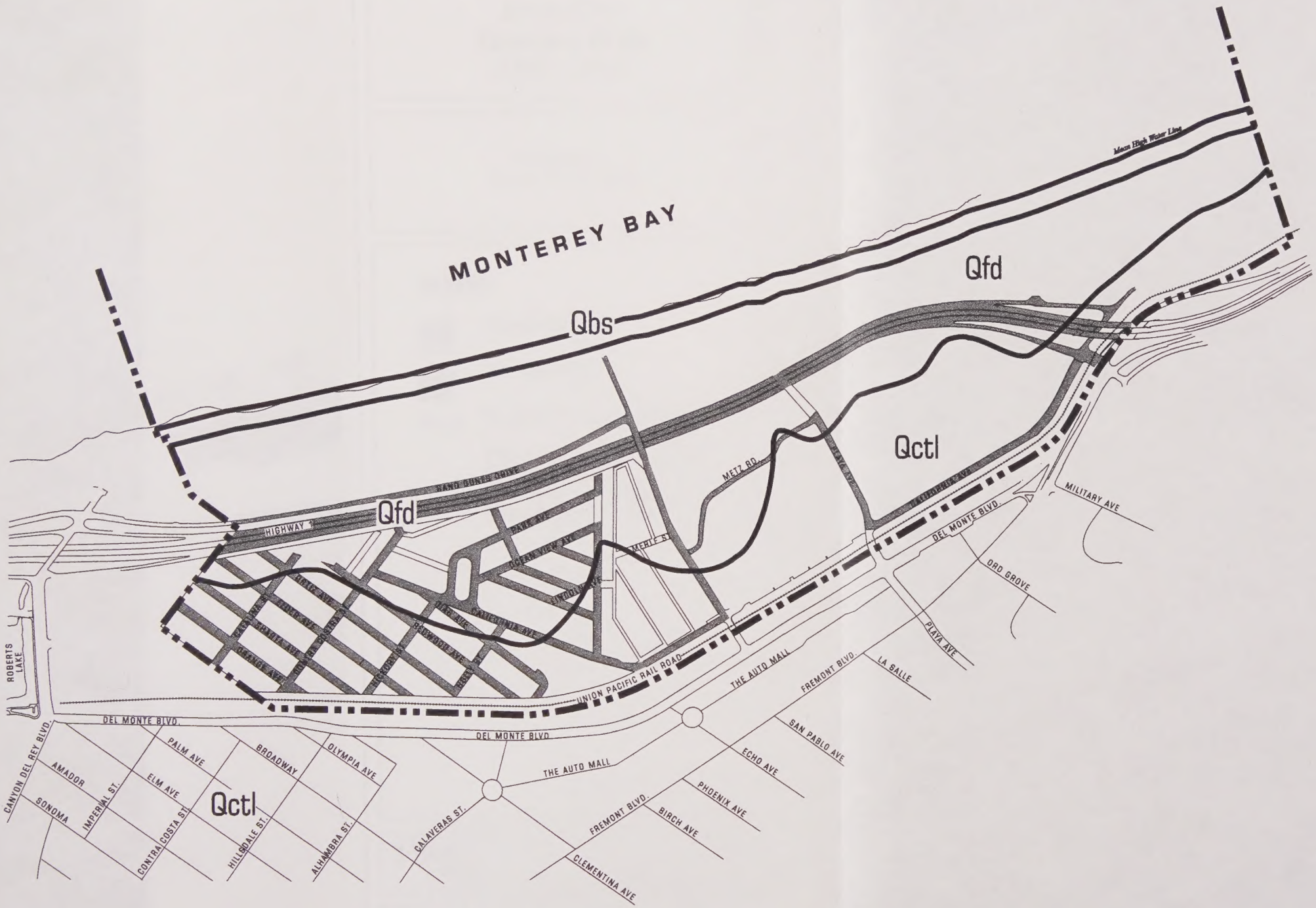
Source: State of California
Resources Agency (1972)



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FIGURE 6-6
SAND DUNE FORMATIONS

- LEGEND:**
- Qbs Beach Sand Deposits
 - Qfd Flandrian Dune Deposits
 - Qctl Coastal Terrace Deposits

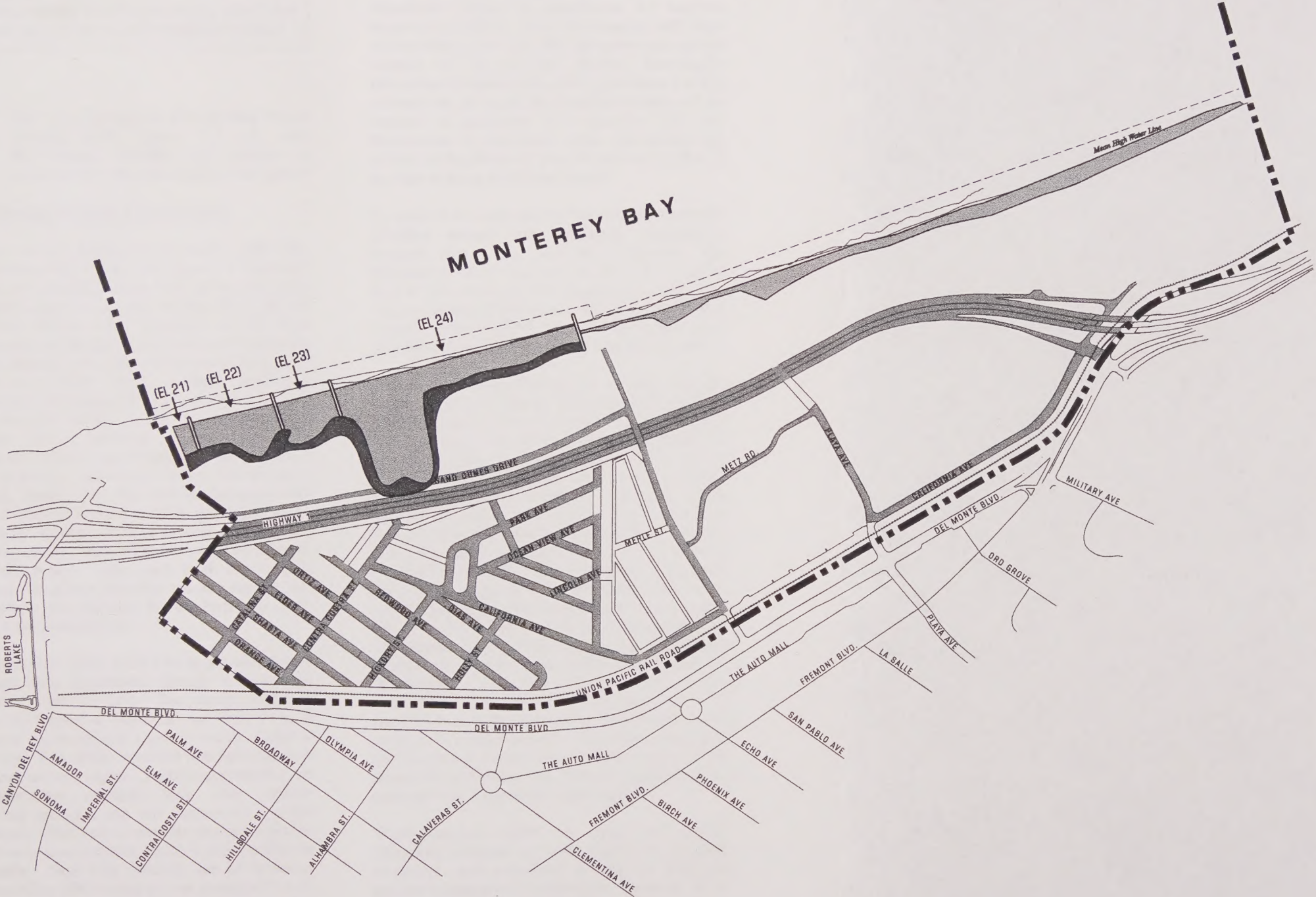


Source: USGS (Dupre)



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FIGURE 6-7
FLOOD PRONE AREAS



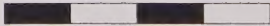
LEGEND:

-  100-Year Flood Zone
-  500-Year Flood Zone
- (EL 20) Base Flood Elevation Indicated in Feet

Note:
The precise location of the 100-Year Flood Zone within North of Tioga Coastal District will be determined on a case-by-case basis as part of the Development Review process.



Source: FEMA (1986)



GOAL 6.3

Reduce potential flooding caused by runoff that exceeds the capacity of storm drainage facilities.

Policy

- 6.3.1 The City, through its development review process, shall ensure that all new development includes improvements to accommodate anticipated stormwater runoff.

FIRE HAZARDS AND PROTECTION

There are no forested areas within Sand City, therefore, the primary fire hazard is structural. Fire hazards are assessed in terms of structure size, occupancy, type of use, and distance from the fire protection facility. Fire protection of the large warehouses and manufacturing areas are of particular concern because of the types of materials that may be stored or utilized there. Many residential, commercial, and industrial structures within the city could also be subject to fire hazards related to electrical shorts, industrial accidents, arson, or negligence. These risks are generally the greatest in older structures constructed before contemporary building, zoning, and fire code requirements were enacted. Current building and fire code requirements and zoning setbacks are used to reduce the potential for fire spreading from structure to structure in newly urbanized areas. State and local requirements regarding hazardous materials use and storage also help reduce the potential for explosions to occur during a fire related event.

Fire protection within Sand City is provided by the Monterey Fire Department through a contractual agreement with the city. The closest station is Station #3 located at Montecito and Dela Vina, in Monterey, approximately 2 miles from the center of Sand City. This station is staffed with three full-time personnel and one engine. Additional personnel and equipment are available from other stations depending upon the size and characteristics of the emergency. The current response time from Station #3 is five to seven minutes, which is considered to be acceptable. Sand City currently has an Insurance Service Office (ISO) rating of 3 on a scale of 1 to 9, with 1 being the best rating. This rating is dependent upon items such as the proximity of fire hydrants, size of water lines, and distance to the fire protection agency.

Buildout of the General Plan will require the expansion of fire protection services. The contract

between Sand City and the Monterey Fire Department allows for adjustments for required expansion of service. Since development will occur incrementally over time, the fire protection service contract can be gradually adjusted accordingly. Extensions of water mains and the installation of fire hydrants and automatic fire sprinkler systems will be required as appropriate in conjunction with new development in accordance with requirements and policies of the Monterey Fire Department in effect at the time building permits are issued.

Because of the high level of service and flexibility provided through the contractual arrangement between Sand City and the Monterey Fire Department, Sand City has no plans or identified need to develop its own Fire Department. Due to the close proximity of Station #3, and the corresponding response times provided, it is not anticipated that a new fire station will be needed within the city limits.

The primary issue affecting the adequacy of fire protection in Sand City is the presence of undersized water lines south of Tioga Avenue. These antiquated lines are responsible for the low water pressure and inadequate flows (volumes) experienced in several locations. The City requires that all new water mains be 8-inches in size. Looping water lines is also required as necessary to improve flows within the system. However, some 4- and 6-inch lines still exist within the Old Town district. The East Dunes district contains a combination of 6- and 8-inch water lines. To achieve adequate flows throughout the city a number of smaller lines have already been replaced. Others are scheduled to be replaced or gridded in the near future. The City will continue this process until adequate fire flows can be provided throughout the community. As part of the water system improvement program, a 12-inch main is to be installed from Tioga Avenue to Holly Street as part of the USA Storage project. This 12-inch main is to be extended to Contra Costa Avenue as part of the Master Water System Plan. This construction will be included with future street improvements.

Water supplies within the region are limited. Therefore, demands on water supply are carefully monitored and controlled through an allocation process administered by Monterey Peninsula Water Management District (MPWMD). This agency is responsible for issuing water service permits for development located within the District's boundaries. Sand City currently has a negligible water reserve for new development. However, there is ongoing consideration of the city's current water supply, together with the pursuit of new water sources

including the planned development of a desalination plant within the community and/or the use of existing wells. In any case, fire protection water is supplied by Cal-Am through their existing system.

GOAL 6.4

Reduce the fire hazard risks within the City.

Policies

- 6.4.1 Require that all new development and redevelopment of older projects meet state and local standards for fire protection.
- 6.4.2 Encourage property owners to upgrade existing structures so that they meet all current fire protection standards.

GOAL 6.5

Ensure adequate fire protection for Sand City residents and structures.

Policies

- 6.5.1 Maintain and expand the City's current agreement with the Monterey Fire Department as necessary to ensure that adequate levels of service are provided as new development and redevelopment activities occur.
- 6.5.2 Strive to maintain an ISO rating of 4 or better within the city.
- 6.5.3 New development shall provide water main extensions, fire hydrants and automatic fire sprinkler systems in accordance with the requirements and policies of the Monterey Fire Department in effect at the time building permits are issued.
- 6.5.4 The City shall require that all new development conform to water line requirements that ensure adequate flows for fire protection. Unless otherwise stipulated, new water mains should be a minimum of 8-inches in diameter.

Implementation Program

- 6.5.a. Continue to replace all water lines less than 8-inches in diameter and install gridded water lines to improve flows for

fire protection, as funding becomes available.

- 6.5.b. Coordinate ongoing fire protection planning with the City of Monterey Fire Department.
- 6.5.c. Route development project proposals to the City of Monterey Fire Department for that agency's review and comment.

CRIME PREVENTION

The Sand City Police Department provides police services within the city limits, with backup services provided by the City of Seaside and Monterey

Police Department. The Sand City Police Department currently employs a police chief, five full-time patrol



Sand City police cruiser

officers, and an administrative assistant. The current level of service is approximately one officer per 50 residents. Response times are three to five minutes for emergency calls and five minutes for other calls.

A significant amount of land use in Sand City is commercial and industrial, which does not specifically relate to the ratio of officers to residents. The work force (day time) population is estimated to be 5,000 with a total service population approaching 30,000 when considering the number of shoppers that frequent the regional center, translating to one officer per 1,000 workers. The existing response times for all calls is considered excellent, based on comparisons with other small communities. Buildout of the General Plan will occur incrementally over a period of years, providing the opportunity to phase expansion of the Sand City Police Department to correspond to the needs of the community.

GOAL 6.6

Maintain a safe and secure environment for people and property in Sand City.

Policies

- 6.6.1 Strive to maintain a standard of at least one officer per 1,000 total population

(residents and estimated peak work force) within the city.

- 6.6.2 Maintain the city's current response times of 3 to 5 minutes for emergencies and a response time of less than 10 minutes for all non-emergency calls.

GOAL 6.7

Reduce the potential for criminal activity and vandalism through proper site design and land use planning

Policy

- 6.7.1 Encourage consideration of crime prevention features and techniques in new development and redevelopment project designs.

Implementation Program

- 6.7.a. Forward all new development applications to the Sand City Police Department to ensure that building and site designs consider utilization of crime prevention features and design techniques.

AIRPORT RELATED HAZARDS

The Monterey Peninsula Airport is located approximately 1.5 miles southeast of Sand City. Sand City is not within any of the airport's clear zones or extended clear zones, which are defined as safety zones of concern based on runway approaches. However, the potential for aircraft accidents still exists within the community. Sand City should encourage ongoing coordination with the Monterey Peninsula Airport and/or Monterey County Airport Land Use Commission to remain informed of any changes in airport operations that might affect the boundaries of current airport safety zones.

GOAL 6.8

Minimize the potential for damage resulting from aircraft accidents.

Policies

- 6.8.1 Maintain ongoing coordination with the Monterey Peninsula Airport and/or Monterey County Airport Land Use Commission to remain informed of any

changes in airport operations that might affect the boundaries of current airport safety zones.

EMERGENCY RESPONSE

Sand City is in the process of preparing a detailed Emergency Response Program. A draft version of the plan has been prepared which identifies the City Hall Council Chambers as the city's Emergency Operations Center (EOC). The plan also identifies the general responsibilities of the organization and individual departments for protecting life and property and ensuring the well-being of the population. In addition, the City has entered into a Memorandum of Understanding (MOU) with Monterey County to join the Monterey County Operation Area Authority. The Standardized Emergency Management System (SEMS) is utilized for on-scene management of field operations. This system provides a standardized organizational structure and terminology/procedures which can be applied in a variety of emergency situations, particularly those which require inter-agency coordination.

GOAL 6.9

Maintain and enhance the City's emergency response capabilities and preparedness.

Policies

- 6.9.1 Establish and maintain an appropriate Emergency Response Program for the city.
- 6.9.2 Continue to utilize California's Standardized Emergency Management System (SEMS) for emergency management.
- 6.9.3 Prepare residents and businesses to be as self-sufficient as possible in the event of an emergency.
- 6.9.4 Encourage the involvement of major businesses, utilities, the Red Cross and other volunteer groups or service-providers in emergency preparedness planning and training.
- 6.9.5 Periodically, but not less than annually, review emergency service equipment and shelters to ensure that they are ready for immediate operation in the event of an emergency.

- 6.9.6 Require all residents and businesses to maintain visible and clearly legible street address numbers to shorten the response time of emergency personnel.

Implementation Program

- 6.9.a. Adopt and periodically update a comprehensive Emergency Preparedness Program for the city. This document should at minimum address:

- City roles and responsibilities
- Emergency Communication procedures, policies and protocols
- Arrangements to provide emergency medical services (ambulance and paramedic)
- Response procedures for a full variety of hazards and multi-hazard emergencies
- Emergency Operation Center, staff and training
- Operational Area Interaction and participation

- 6.9.b. Require City staff to undergo regular disaster-preparedness training, including the staging of simulated disaster response drills. These activities should be coordinated with surrounding jurisdictions whenever possible.

- 6.9.c. Utilize all forms of media including print, radio, and television to educate the public regarding emergency preparedness and disaster response procedures. Stress the need for business and residents to be as self-sufficient as possible following a major disaster by maintaining their own emergency supplies (food, water, first aid materials, flashlights, fire extinguishers, battery operated radios, bedding and clothing).

HAZARDOUS MATERIALS

As noted elsewhere in the General Plan, Sand City has historically functioned as an employment and service center for the Monterey Peninsula. Major industrial and heavy commercial activities currently operating within the city include cement batch plants, moving and storage companies, food processing, auto repair operations, warehouse and distribution facilities, large-scale and regional destination



Numerous industrial facilities operate in Sand City

commercial uses, contractor's yards, and light manufacturing industries. It is likely that some of these activities involve the use, transport or storage of hazardous

materials. Hazardous materials include materials that are toxic, corrosive, flammable, explosive or carcinogenic. City streets are undoubtedly used to transport locally generated waste from the source to State Highway 1 and the regional highway system.

The Environmental Health Division of the Monterey County Health Department is the primary agency responsible for overseeing the commercial use and storage of hazardous materials within the Planning Area. Federal and state regulations also address the transport, storage, use, and disposal of hazardous waste. Handlers of hazardous materials must comply with these regulations or face civil and possibly criminal penalties.

The City of Monterey Fire Department would respond to any hazardous material spill that occurred within the city and coordinate with county and state agencies as determined necessary.

A hazardous material issue which Sand City may confront is related to the cleanup of "brownfields." The Environmental Protection Agency (EPA) defines brownfields as "abandoned, idled, or under-used industrial and commercial facilities where expansion or redevelopment is complicated by real or perceived environmental contamination." Brownfields are logical places for redevelopment, but potential cleanup costs and liability issues have discouraged efforts to reuse these lands. In Sand City, there are several sites of former industrial operations where contamination may exist. One brownfield has been successfully cleaned-up in conjunction with the construction of the Edgewater Center.

In 1990, the state adopted the Polanco Act. Under this law, redevelopment agencies may proceed with cleanup actions and are subsequently granted a qualified immunity from liability under state or local law, provided that the cleanup is conducted in accordance with a remedial action plan approved by the Department of Toxic Substances Control (DTSC) or a Regional Water Quality Control Board. This liability immunity extends to certain persons entering

in development agreements for a brownfield site, their successors in title, and persons providing them financing. This legislation has removed one major obstacle to the reuse of these sites. Industrial and commercial activities are not the only sources of hazardous materials. Residential households contain products with hazardous or toxic constituents. These products range from paints, solvents and used motor oil, to various pesticides and cleaners. Improper handling or disposal of the household hazardous wastes (HHW) may lead to serious consequences including but not limited to: injuries to refuse haulers, landfill workers, fire fighters or the general public from exposure; destruction of bacteria needed to break down landfill waste; or, the contamination of groundwater from leakage at a landfill.

NOISE

The remaining sections of this chapter discuss the existing and projected noise environment within Sand City. The focus of the policy language is to avoid the exposure of residents, business operations, and visitors to excessive noise levels associated with both transportation and stationary sources.

CHARACTERISTICS OF NOISE

The simplest definition of noise is “unwanted sound.” This definition is a subjective one, since people react differently to sounds and even react differently to the same sound. Nevertheless, certain measurements of sound have been developed that can be used as a gauge for the response of a community to noise.

Noise is an important factor in both the living and working environments. Noise can have adverse effects on people, including sleep interference, communication interference, physiological and psychological stress, and in some cases, hearing loss. Noise decreases the enjoyment of the home environment and recreational activities. Therefore, care should be taken when locating noise-sensitive land uses within close proximity to major transportation sources or existing and planned land uses capable for generating significant volumes of noise. For purposes of this element, “noise-sensitive areas and uses” include residential areas, parks, churches, hospitals, and long-term care facilities.

EXISTING NOISE ENVIRONMENT

Sand City is currently dominated by two major noise sources. These are traffic on State Highway 1 and industrial noise generated by the Granite Rock

Concrete Batch Plant. Secondary noise sources include traffic on local streets and the occasional general aviation aircraft overflight.

Noise measurements were taken in 2000 at 11 locations throughout the city. Ten locations were measured for short periods of time (5 to 10 minutes) and one location was measured for a period of 24-hours. That location is at the southeast corner of Sylvan Street and Park Avenue, approximately 300 feet from State Highway 1. The 24-hour average noise level was measured to be 60 dB. The short-term measurements were all below 60 dB except for a location at Tioga Avenue and Sand Dunes Drive, west of State Highway 1, which had a reading of 67 dB. This measurement was affected by a strong wind at the time of the measurement. A level of 60dB is considered a normally acceptable level of exterior noise for most land uses including residential uses.

FUTURE NOISE LEVELS

Future noise levels were determined assuming build-out of the land uses allowed in the General Plan and associated buildout traffic. The resulting noise levels are projected to increase only slightly from the existing noise levels. Future noise sources continue to be traffic, State Highway 1 and the Granite Rock Concrete Batch Plant. Future traffic noise levels along the street system, including State Highway 1, were calculated based on the buildout traffic projections prepared by Associated Transportation Engineers for the General Plan Update. The traffic noise levels are projected to increase by 1 to 2 dBA. This is a minimal increase that would be generally undetectable. Therefore the buildout of the General Plan will have very little affect on the existing noise environment.

Noise projections are depicted on Table 4 of the Noise Technical Background report for the Sand City General Plan Update, prepared by Illingworth & Rodkin, Inc. dated December 12, 2000. General Plan Buildout Noise Contours are shown on Figure 1 of the same report. The 60 dB and 65 dB contours generally run parallel to the highway through the Old Town, East Dunes, and Destination Commercial districts on the east side of the highway. The batch plant results in the 60 dB and 65 dB contours radiating around it into the South of Tioga and Old Town districts. The 60 dB and 65 dB contours also run parallel to the highway on the west side with the 70dB contour running along the edge of the highway right of way on both sides. Noise sensitive development will continue to be residential uses in the East Dunes and as part of mixed-use development

in Old Town. Most of this area will be exposed to an L_{dn} of between 60 dB and 65 dB.

The State of California has adopted standards intended to reduce vehicle noise and to protect the interior noise environment of new residential structures (not including single family residences). The City of Sand City regulates noise through enforcement of state standards and implementation of the General Plan policies. Title 24 of the California Code of Regulations, the Building Standards Administrative Code, contains the State Noise Insulation Standards which specify an interior noise standard for new hotels, motels, apartments, and dwellings other than single-family residences. Such new structures must be designed to reduce outdoor noise to an interior level of no more than 45 L_{dn} . The California Noise Insulation Standard also establishes standards for sound insulation in multi-family residential construction. Table 6-1 illustrates feasible noise levels for various land uses.

Land Use Category		Community Noise Exposure L _{dn} or CNEL, dB					
		55	60	65	70	75	80
Residential, Theaters, Meeting Halls, Churches, Auditoriums	F.						
	C.F.						
	G.U.						
Transient Lodging, Motels, Hotels	F.						
	C.F.						
	G.U.						
Schools, Libraries, Hospitals, Child Care, Museums	F.						
	C.F.						
	G.U.						
Playgrounds, Neighborhood Parks, Amphitheaters	F.						
	C.F.						
	G.U.						
Office Buildings, Businesses, Commercial and Professional	F.						
	C.F.						
	G.U.						
Industrial, Utilities, Manufacturing, Agriculture	F.						
	C.F.						
	G.U.						
Golf Courses, Riding Stables, Outdoor Spectator Sports	F.						
	C.F.						
	G.U.						
F. <u>Feasible</u> – Use is acceptable. No noise mitigation measures are required.							
C.F. <u>Conditionally Feasible</u> – Use should be permitted only after careful study and inclusion of mitigation measures as needed to satisfy the policies of the Noise Element							
G.U. <u>Generally Unfeasible</u> – Development is usually not acceptable							
Source: 1990 California General Plan Guidelines (Appendix A), Office of Planning and Research, State of California							

Table 6-1. Land Use Compatibility Guidelines for Development

GOAL 6.10

Minimize the exposure of Sand City residents to the harmful and undesirable effects of excessive noise.

Policies

- 6.10.1 Utilize Table 6-1 as a general guide when considering the feasibility of a new development with respect to existing and future transportation noise levels. Noise levels should be measured from the perimeter of the outdoor activity area of each specified use.
- 6.10.2 Encourage the use of site planning and building materials/design as primary methods of noise attenuation. Recommended techniques include, but are not limited to:

Site Planning

- Using building setbacks to increase the distance between the noise source and the receiver
- Locating uses and orienting buildings that are compatible with higher noise levels adjacent to noise generators or in clusters to shield more noise-sensitive areas and uses
- Using noise-tolerant structures, such as garages or carports, to shield noise-sensitive areas
- Clustering office, commercial or multiple-family residential structures to reduce interior open space noise levels

Building Materials/Design

- Using dense building materials and tight fitting doors
- Employing multi-paned windows
- Placing unopenable windows on the side of the structure facing a major highway and entry doors on the side of the building facing away from the major roadway
- Avoiding placing balconies and patio areas facing major transportation routes, unless maintenance of ocean views are a consideration

- 6.10.3 Prevent new development of noise-sensitive land uses in areas exposed to existing or projected noise levels from transportation sources which exceed the levels specified in Table 6-2, unless the project design includes effective mitigation measures.

Land Use	Outdoor Activity Areas ¹ L _{dn} /CNEL, dB	Interior Spaces	
		L _{dn} /CNE L, dB	Leq, dB ²
Residential	60 ³	45	--
Transient Lodging	60 ³	45	--
Hospitals, Nursing Homes	60 ³	45	--
Theaters, Auditoriums, Music Halls	—	—	35
Churches, Meeting Halls	60 ³	—	40
Office Buildings	—	—	45
Schools, Libraries, Museums	—	—	45
Playgrounds, Parks	70	—	—
1 The exterior noise-level standard shall be applied to the outdoor activity area of the receiving land use. Outdoor activity areas are normally located near or adjacent to the main structure and often occupied by porches, patios, balconies, etc. 2 As determined for a typical worst-case hour during periods of use. 3 Where it is not possible to reduce noise in outdoor activity areas to 60 dB L_{dn}/CNEL or less using a practical application of the best-available, noise-reduction measures; higher exterior noise levels may be allowed provided that practical exterior noise-level reduction measures have been implemented and that interior noise levels are in compliance with this table. Exceptions to this standard may be allowed where ocean views are to be maintained. 4 In the case of hotel/motel facilities or other transient lodging, outdoor activity areas such as pool areas may not be included in the project design. In these cases, only the interior noise-level criterion will apply.			

Table 6-2 Maximum Allowable Noise Exposure – Transportation Noise Sources

6.10.4 Consider the significance of noise level increases associated with major roadway improvement projects prior to construction. It is anticipated that roadway improvement projects will be needed to accommodate buildout of the General Plan. Therefore, existing noise-sensitive uses may be exposed to increased noise levels due to roadway improvement projects as a result of increased roadway capacity, increases in travel speeds, etc. It may not be practical to reduce increased traffic noise levels consistent with those contained in Table 6-3. Therefore, as an alternative, the following criteria may be used as a test of significance for roadway improvement projects.

- Where existing traffic noise levels are less than 60 dB L_{dn} at the outdoor activity areas of noise-sensitive uses, roadway improvement projects which increase noise levels to 60 dB L_{dn} , will not be considered potentially significant.
- Where existing traffic noise levels range between 60 and 65 dB L_{dn} at the outdoor activity areas of noise-sensitive uses, a +3 dB L_{dn} increase in noise levels due to a roadway improvement project will be considered potentially significant.
- Where existing traffic noise levels are greater than 65 dB L_{dn} at the outdoor activity areas of noise-sensitive uses, a +1.5 dB L_{dn} increase in noise levels due to a roadway improvement project will be considered potentially significant.

6.10.5 Minimize motor vehicle noise impacts from streets and highways through proper route location and roadway design by employing the following strategies:

- Consider the impact of truck routes, the effects of a variety of truck traffic, and future motor vehicle volumes on noise levels adjacent to master planned roadways when improvements to the circulation system are planned.
- Mitigate traffic volumes and vehicle speed through residential neighborhoods.

- Work closely with Caltrans in the early stages of highway improvements and design modification to ensure that proper consideration is given to potential noise impacts on the city.

Noise Level Descriptor	Daytime (7 a.m. to 10 p.m.)	Nighttime (10 p.m. to 7 a.m.)
Hourly L_{eq} , dB	55	45
Maximum Level, dB	75	65
<u>Notes:</u> Noise level standards do not apply to residential units established in conjunction with industrial or commercial uses (e.g., caretaker dwellings) Transportation noise sources are defined as traffic on public roadways, railroad line operations and aircraft in flight.		

Table 6-3 Noise Level Performance Standard for Non-transportation Noise Sources

- 6.10.6 Require an acoustical analysis when noise-sensitive land uses are proposed in areas exposed to existing or projected exterior noise levels exceeding the levels specified in Table 6-2 or the performance standards of Table 6-3, so that noise mitigation may be included in the project design.
- 6.10.7 Prevent new development of noise-sensitive uses where the noise level generated by non-transportation sources (excluding ocean-related noise) will exceed the noise-level standards presented in Table 6-3, as measured immediately within the property line of the new development, unless effective noise-mitigation measures have been incorporated into the development design to achieve the standards specified in Table 6-3.
- 6.10.8 Require an acoustical analysis when proposed new nonresidential land uses, or the expansion of existing nonresidential land uses is likely to produce noise levels exceeding the performance standards of Table 6-3 immediately within the property line of existing, or planned noise-sensitive uses.

- 6.10.9 Mitigate noise created by new proposed non-transportation sources consistent with the noise-level standards of Table 6-3 as measured immediately within the property line of land designated for noise-sensitive land uses.
- 6.10.10 Encourage existing noise-sensitive uses or proposed noise-sensitive uses adjacent to vacant land designated for commercial or industrial development to incorporate site planning and building materials/design techniques in conjunction with fences, walls, landscape, or other features to mitigate existing or anticipated noise impacts.
- 6.10.11 Require that parking areas for commercial and industrial land uses be set back from adjacent residential areas to the maximum extent feasible or buffered and shielded by walls, fences, berms, and/or landscape.

Implementation Program

- 6.10.a. Periodically update existing noise contour maps as new information about the community's noise environment becomes available to ensure accuracy in land use compatibility planning and appropriate mitigation of noise impacts.
- 6.10.b. Amend sections of the Zoning Ordinance pertaining to industrial and commercial development standards to require that proposed projects be designed in a manner that minimizes potential noise impacts on adjacent noise-sensitive uses. Modifications should include the following criteria:
 - Vehicle access points should be located and oriented away from noise-sensitive uses.
 - Loading and shipping facilities should be located and oriented away from noise-sensitive uses.
 - Fences, walls, landscape, and other noise buffers and barriers should be incorporated between potentially incompatible uses.
 - Structural building materials that mitigate sound transmission should be incorporated into new commercial and industrial developments.

- Interior spaces should be configured to minimize sound amplification and transmission.
- In the interim, utilize the design review process administered by the City's Design Review Committee to address these criteria.

- 6.10.c. Use the development and environmental review process to ensure that noise impacts are adequately addressed and sufficiently mitigated in accordance with the State's Noise Insulation Standards and the policies set forth in this Element.

1. Analysis is the financial responsibility of the applicant.
2. Analysis should be prepared by a qualified person experienced in the fields of environmental noise assessment and architectural acoustics.
3. Noise levels shall be documented with sufficient sampling periods and locations to adequately describe local noise conditions and noise sources.
4. Existing and projected (20 year) noise levels shall be estimated in terms of L_{dn} or CNEL and levels shall be compared to the policies of this element.
5. Mitigation shall be recommended to comply with the standards of this element, giving preference to site planning and building materials/design, rather than noise barriers.
6. Noise exposure after the prescribed mitigation measures have been implemented shall be estimated.

Table 6-4 Guidelines for Acoustical Analysis

7.0 GLOSSARY

Glossary

ADAPTIVE REUSE – The conversion of a building from its original or most recent use to a new use.

AFFORDABLE HOUSING – Housing that has a housing payment, sale price, or rental amount that is within the means (up to 30 percent of gross income) of a household that has a cumulative income within the middle-, moderate-, or low-income range of county-wide averages. Also known as “BMR” (Below Market Rate) housing.

AMBAG – Association of Monterey Bay Area Governments – a voluntary association of local governments organized under the California Joint Powers Authority for the purpose of providing regional planning services in the areas of the economy, transportation, land use, housing, air quality, and water quality.

ARTICULATION – Variations in the depth of the building plane to create visual interest.

ARTISAN – One skilled in an applied art; a craftsperson.

BATCHING (OR BATCH) PLANT – A plant for the manufacture or mixing of concrete, cement, and concrete and cement products, including any apparatus and uses incident to such manufacturing.

BIG BOX RETAIL – A singular retail user who occupies no less than 75,000 square feet of gross floor area, typically requires a high parking to building area ratio, and has a regional sales market.

BLIGHT – The lack of proper utilization or reduction of utilization of an area caused by physical or economic conditions within the area.

BREW PUB – An eating place that includes the brewing of beer as an accessory use.

BROWNFIELD – Abandoned, idled, or underused industrial and commercial facilities where expansion or redevelopment is complicated by environmental contamination.

BUILDOUT – That level of development characterized by full occupancy of all developable sites in accordance with the General Plan; the maximum level of development envisioned by the City’s General Plan. Buildout does not assume that each parcel is developed to include all floor area or housing units possible under zoning regulations.

BUILT ENVIRONMENT – The elements of the environment that are generally built or made by people as contrasted with natural processes.

BULK and MASS – Building surface area and height visible from a particular viewpoint.

BUSINESS INCUBATOR – A facility dedicated to the start-up and growth of small businesses, accomplished through management and facility support systems.

CEQA – California Environmental Quality Act of 1970 – a public law requiring all public agencies (state and local) to prepare and certify an environmental impact report on any project they propose to carry out which may have a significant effect on the environment.

CHARRETTE – A public design workshop in which designers, property owners, developers, public officials, environmentalists, citizens, and other persons or groups of people work to achieve a unified project.

COMMUNITY COMMERCIAL – A mix of commercial land uses typically serving more than one residential neighborhood, usually a subarea of the city, with services and retail goods.

COMPATIBLE – Elements, in harmony with their surroundings, that retain individual identity while being perceived as part of a homogeneous whole; capable of existing together without conflict or negative effects.

CONSERVATION – For the goals, objectives, and policies discussed in this Plan, conservation means planned management of natural resources to prevent waste, destruction, or neglect.

DENSITY – The numerical value obtained by dividing the total number of dwelling units in a development by the area of the lot to be developed.

DENSITY STANDARD – Description of the allowed density of population and building intensity for development within a given land use.

DESIGN GUIDELINES – General policies and implementing actions that are intended to preserve and enhance the city's unique physical layout. Through implementation, these guidelines seek to enhance the city's existing positive physical attributes.

DESTINATION RETAIL – Retail businesses that generate a special purpose trip and that do not necessarily benefit from a high-volume pedestrian location.

DEVELOPMENT – Any activity that occurs on land or water which involves the placement of any structure, the discharge or disposal of any waste material, grading, dredging, or mineral extraction. This definition includes any change in density and/or intensity of use including the subdivision of land, construction of any structure, and harvesting of major vegetation other than for agricultural purposes.

DISTRICT – An area of the city that has a unique character, identifiable as different from surrounding areas because of land use, density, street pattern, or architecture.

ENDANGERED SPECIES – A species of animal or plant is considered to be endangered when its prospects for survival and reproduction are in immediate jeopardy from one or more causes.

GARAGE APARTMENT – A structure above a private garage in which provision is made for one dwelling unit.

GATEWAY – A place, where many people enter or leave the city, that has the potential to distinguish the city's boundaries.

GENERAL PLAN – A city council adopted, comprehensive declaration of goals, policies, and programs for the development of the city, including diagrams, maps, and text setting forth objectives, principles, standards, and other features.

GOAL – A statement of public purpose that establishes a general direction of effort on a comprehensive citywide level and indicates the end to be achieved by various actions.

GREYWATER – Wastewater obtained from domestic sinks and tubs, but excluding that part of the plumbing waste stream that includes human wastes.

HOLDING CAPACITY – The sum of existing and potential residential, commercial, and industrial development allowable in the city under existing land use regulations.

HOME INDUSTRY – A commercial or light-industrial use of a scale greater than a home occupation but which is still secondary to the residential use.

HOUSEHOLD – All persons occupying a housing unit.

HOUSING UNIT – The place of permanent or usual abode, including a single family dwelling, a single unit in a two-family dwelling, multi-family and multiple-dwelling, a unit of a condominium or cooperative housing project, a non-kitchen unit, a mobile home, or any other residential unit that is considered to be real property under state law or cannot be moved without substantial damage or unreasonable cost.

IMPLEMENTATION PROGRAM – A structured program that outlines the implementation actions of the General Plan.

IMPLEMENTING ACTIONS – Specific actions or procedures that carry out the policies of the General Plan.

INCUBATOR INDUSTRY – An employment generating land use that establishes a new type of commercial or industrial land use and promotes the future expansion of such uses within the community.

INFILL – Development or redevelopment of land that has remained vacant and/or is underused as a result of the continuing urban development process.

INFRASTRUCTURE – Facilities and services needed to sustain industry, residential, commercial, and all other land use activities, including water, sewer lines, other utilities, streets, and public facilities such as fire stations, parks, and schools.

INTENSITY STANDARDS – See Density Standards.

KIOSK – A freestanding structure upon which temporary information and/or posters, notices and announcements are posted.

LAND USE – The occupation or use of land for any human activity or purpose.

LAND-BANKING – The purchase of land by a local government for use or resale at a later date.

LINKAGES – Connections between similar or related land uses. Includes physical linkages, such as pathways connecting local parks, and design elements that provide continuity between related land uses.

LIVE/WORK UNITS – Buildings or spaces within buildings that are used jointly for commercial and residential purposes. These buildings are particularly popular with commercial artists and craftsmen (Artisans) who get so absorbed in their work, they usually need a place to “crash” nearby.

LOFT UNIT – A dwelling established in an existing non-residential building.

LOW INCOME HOUSEHOLD – A household whose income does not exceed 80% of the median income of the Standard Metropolitan Statistical Area (SMSA).

MAIN STREET – A neighborhood shopping area having a unique character that draws people from outside the area.

MIXED USE DESIGNATION – As defined by the General Plan, the Mixed Use designation is intended to promote higher managed areas of a complementary mix of uses at varying degrees of density and intensity.

MIXED USE DEVELOPMENT – A single building containing more than one type of land use or a single development of more than one building and use where the different types of land uses are in close proximity, planned as a unified complementary whole, and functionally integrated to the use of shared vehicular and pedestrian access and parking areas.

MODERATE INCOME HOUSEHOLD – A household whose income does not exceed 120% of the median income of the Standard Metropolitan Statistical Area (SMSA).

MODERNIZATION – The replacement and upgrading of existing facilities that increases the productive input or output, updates the technology, or substantially lowers the unit cost of the operation. For the purposes of the General Plan, modernization also includes the upgrading of a facility to become compatible in design and operational characteristics with the future land use vision of the city.

MULTIPLE DWELLING UNITS – Duplexes, triplexes and fourplexes.

NEO-TRADITIONAL DEVELOPMENT – An approach to land use planning and urban design that promotes the building of neighborhoods with a mix of uses and housing types, architectural variety, a central public gathering place, and interconnecting streets. The basic goal is integration of the activities of residents with work, shopping, recreation, and transit all within walking distance.

NON-CONFORMING USE – A use that was valid when brought into existence, but by subsequent regulation becomes no longer conforming. Non-conforming uses are permitted to continue subject to restrictions limiting the extent to which they may be improved. Building maintenance activities necessary to retain a sound structure are permitted. If the use ceases for a period of 6 months or longer, it may not continue according to the Sand City zoning ordinance. A land use that does not conform to existing, applicable zoning codes.

OPEN SPACE – Any parcel or area of land or water that is essentially unimproved and devoted to open space uses as defined in the General Plan or designated on a local, regional, or state open space plan.

PERMITTED USE – A use that is allowed within a given zoning district. Permitted uses are defined within the Sand City zoning ordinance.

PLANNED UNIT DEVELOPMENT (PUD) – A description of a proposed unified development, consisting of map and adopted ordinance, setting forth the regulations governing and the location and phasing of all proposed uses and improvements to be included in the development. A form of development characterized by unified site design and architecture which may include a clustering of buildings, a mix of land uses, and variations in setback, building heights, and other site design regulations as appropriate for the specific characteristics of the project.

PLANNING DISTRICT – One of six geographic subareas of the City of Sand City established for the purposes of the General Plan Update Program and other planning purposes. These areas include: Old Town, East Dunes, South of Tioga, Destination Commercial, North of Tioga Coastal, and South of Tioga Coastal.

PUBLIC UTILITY – A company regulated by the California Public Utilities Commission.

RAILS TO TRAILS – A federal act to give interested parties the opportunity to use railroad right-of-ways, which might otherwise be abandoned, for recreational use.

RARE AND ENDANGERED SPECIES – Plant and animal species identified by the California Department of Fish and Game, the United States Fish and Wildlife Service, the Smithsonian Institute, or the California Native Plant Society as rare, endangered, or threatened.

RECREATION, PASSIVE – Recreation that involves existing natural resources and has a minimal impact.

REDEVELOPMENT – The process of increasing the quality or intensity of land use within a given area in order to benefit the community through an improved physical and/or economic environment.

REDEVELOPMENT AGENCY – A local agency established for the purpose of planning, developing, re-planning, redesigning, reconstructing, and/or rehabilitating all or part of a specific area.

REMEDIATION – The action or measures taken to lessen, clean-up, remove, or mitigate the existence of hazardous materials existing on property to such standards or requirements as may be established or required by state or federal law.

RESEARCH AND DEVELOPMENT (R&D) – A business that engages in research and/or development of innovative ideas in technology-intensive fields. Examples include research and development of computer software, information systems, communication systems, and video technology. Development and construction of prototypes may be associated with this use.

RETAIL POWER CENTER – A regional shopping center or centers with a larger than expected customer-attractive power due to the strength (popularity) of the anchor tenants.

RIGHT-OF-WAY – A strip of land commonly allocated for transportation purposes, such as a public road, a railroad, or a utility transmission line.

SCALE – The relative relationship in size of buildings or other components to one another.

SETBACK – The minimum distance by which any building or structure must be separated from a street right-of-way or lot line.

STREET FRONTAGE – The distance along which a property line of a lot adjoins a street.

STREET FURNITURE – Those features associated with a street that are intended to enhance the street's physical character and use by pedestrians, such as benches, trash receptacles, kiosks, lights, and newspaper racks.

STREETSCAPE – The street environment, including sidewalks, walkways, storefronts, landscaping, and pedestrian amenities.

TELECOMMUTING – The relocation of work activities to a home or satellite work site to eliminate or reduce the distance traveled in a commute trip.

USE, CONDITIONAL – A use or occupancy of a structure, or a use of land, permitted only upon issuance of a conditional use permit and subject to the limitations and conditions specified therein.

WORKFORCE HOUSING – Housing that is affordable to the majority of a labor force within any given area.

ZONING DISTRICT – A specifically delineated area on a zoning map within which regulations and requirements uniformly govern the use, placement, spacing, and size of buildings, open spaces, and other facilities.

ZONING ORDINANCE – The City ordinance that divides Sand City into districts and establishes regulations governing the use, placement, spacing, and size of buildings, open spaces, and other facilities.

U.C. BERKELEY LIBRARIES



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